PARTMENT OF CITY PLANNING 100 LARKIN STREET SAN FRANCISCO CALIFORNIA 94101

# SAN FRANCISCO CITY PLANNING COMMISSION

## ENVIRONMENTAL IMPACT REPORT

# HOTEL AT U.C. MEDICAL CENTER

**DRAFT**

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# I. SUMMARY

The proposed project would be a medically oriented hotel facility, contiguous to the Parnassus Heights medical complex, and would occupy the northern portion of the block bounded by Carl St., Parnassus, Hillway and Hill Point Aves. It is intended to serve a market consisting of in- and out-patients; their relatives or friends; professional and business visitors to the medical complex; and others. The planned hotel would provide 142 hotel rooms, together with supporting facilities and parking spaces for 80 vehicles.

The project would displace 10 houses originally built as single-family residences -- now entirely in multiple use -- and 16 apartments in two buildings. All of these structures are owned by the applicant.

The project would supply overnight lodging accommodations for persons going to the UCSF medical complex; these accommodations would be near enough for pedestrian and wheelchair access to the complex. The project would provide more landscaped area than now exists on the site. The project would potentially reduce traffic on Hill Point, Hillway and Parnassus Aves., and would create more on- and off-street parking spaces than now exist for the site. A new view corridor for the remaining residences on the east side of Hill Point Ave. would be created to the northwest of the project, and the

project's setbacks would visually widen Carl St. and Hill Point Ave.. The project would return more in tax revenues than it would use in public-service costs.

Several environmental impacts cannot be avoided if the proposed project is constructed.

The project would extend medically-related land uses about two hundred feet into the adjacent residential neighborhood, in an area which some residents feel to be already impacted by medical facilities.

While construction traffic would not qualitatively change traffic flows in the area -- that is, change flow patterns as measured by the traffic engineer's "Levels of Service" -- the extra truck traffic would be noticeable. Also during construction, and especially during the demolition phase, increased concentrations of dust would occur downwind (east) of the site. The Hill Point Ave. cul-de-sac would be opened to westerly winds, which would be channeled through the corridor created by the project.

Construction-generated noise would temporarily increase ambient daytime levels for nearby residences and medical facilities.

Demolition of the existing residential units currently on-site would reduce the local supply of housing, which would probably force some residents to relocate out of the area and might cause an increase in rents in the remaining neighborhood housing. Reduction in the number of existing guest houses and their replacement by hotel accommodations would reduce the supply of lower-priced overnight accommodations in the area.

The project would increase the massiveness of buildings on the site, and the vertical scale of the northern portion of the block. Potential shadow effects would be overwhelmed by the shadowing produced by the existing, neighboring tall structures (the University of California Clinics Building and the Parnassus Heights Medical Office Building).

I. SUMMARY

Demands for community services such as at the project site would be slightly more than doubled if the project were approved.

Consumption of electricity on-site would rise by about 1,970%, from 0.076 million to about 1.57 million kilowatt hours per year. Consumption of natural gas would drop by about 64%.

The applicant has agreed to undertake a number of mitigation measures which would reduce the unavoidable impacts of the project. These measures include, among others: (1) compliance with code restrictions for hotels in residential districts which prohibit street access to, or exterior identifications, of, shops and services within; (2) the hiring of foundation and structural engineers -- appropriately licensed -- to perform an on-site investigation which would discuss and specify mitigation measures for hazardous conditions at the site, and inclusion in the project design of any measures so specified; (3) provision of moving expenses, up to $200, for tenants that have resided on the site for more than one year; and (4) creation of a view corridor to the northwest of the project.

The impacts of three alternatives to this project were considered. In the "no-project alternative" the proposed hotel would not be built on the site and existing guest houses and residences would remain. Dislocation of current residents would not occur. With this alternative, the applicant would lose the opportunity for potential profits from the project, as well as his planning and design expenses incurred to date. An "Alternate Site" for the proposed hotel would shift the impacts associated with hotel construction and operation to another location. The present structures and residents would remain.

The alternative "other permitted uses of the site" could displace current residents. Permanent population density on the site could be higher than that of the overnight population projected for the hotel, and traffic generation could be higher by a factor of two, if development were to occur at the maximum level permitted by the zoning applicable at the time the conditional use application was filed.

## II. PROJECT DESCRIPTION

### A. LOCATION

The proposed project would be a hotel facility for use by patients and visitors of the Parnassus Heights Medical Complex. The regional location is shown on Figure 1 and its location within San Francisco is shown on Figure 2, Page 9. The project would occupy Lots 22, 23, 24 and 35 through 45 in Assessor's Block 1275 (Figure 3, Page 11). The total site area is 37,600 sq. ft., and the site is bounded on the west by Hillway Ave., on the north by Carl St., on the east by Lot 46 (a residence) and Hill Point Ave., and on the south by Lot 59 (the Parnassus Heights Medical Building), fronting on Parnassus Ave. Existing structures on the project are outlined on Figure 4, Page 13. This figure (and the others prepared for, or by, the project architect) is oriented with the main site frontage at the bottom, reversing the north-south orientation of all the other maps herein.

The site rises steeply to the south and east, ranging in elevation from 315 ft. at its northwest corner at Hillway Ave. and Carl St., to 382 ft. adjacent to the Parnassus Heights Medical Building at Hill Point Ave. Hillway Ave. has a 24 % grade between Parnassus Ave. and Carl St..

## B. OBJECTIVES OF THE PROJECT

The proposed project is intended to provide a service for patients of the Parnassus Heights medical complex and their relatives or friends who are not San Francisco residents . The UC Medical Center, known formally as University of California, San Francisco--UCSF, admits about 21,000 patients per year. Approximately 24%, or 4,800, of these reside outside the nine-county Bay Area, and many are accompanied by friends and relatives./1/ People come to UCSF from outside the Bay Area because of its specialized services not available elsewhere. Additional potential users of the proposed facility include visitors to the outpatient clinic, medical professionals, researchers, students, medical products sales personnel, health officials and other government representatives and visitors of neighborhood residents.

Out-of-town UC hospital patients could be served by the project during pre-operative testing, or post-operative recuperative periods during which they are ambulatory but subject to daily (or less frequent) examinations prior to release. Relatives and friends served by the hotel could be close-by, and available for emergency decisions and visiting during the hospitalization period. Also, they could stay with patients before and/or after hospitalization.

Appendix A contains the applicant's statement of objectives, and his perception of the beneficial aspects of this project.

## C. GENERAL DESCRIPTION

The proposed hotel would provide 142 hotel rooms. Twenty-three (23) units would be two-room suites separated by a single door, designed to accommodate a patient and a nursing attendant, or relative. The remaining 96 units would be individual rooms. The project would include a dining room and kitchen, a lounge, laundry, barber-beauty shop, boutique, bank, dietary-food shop and, possibly, a swimming pool. These would be located for the convenience of hotel residents, with no direct street access.


FIGURE 1 REGIONAL LOCATION

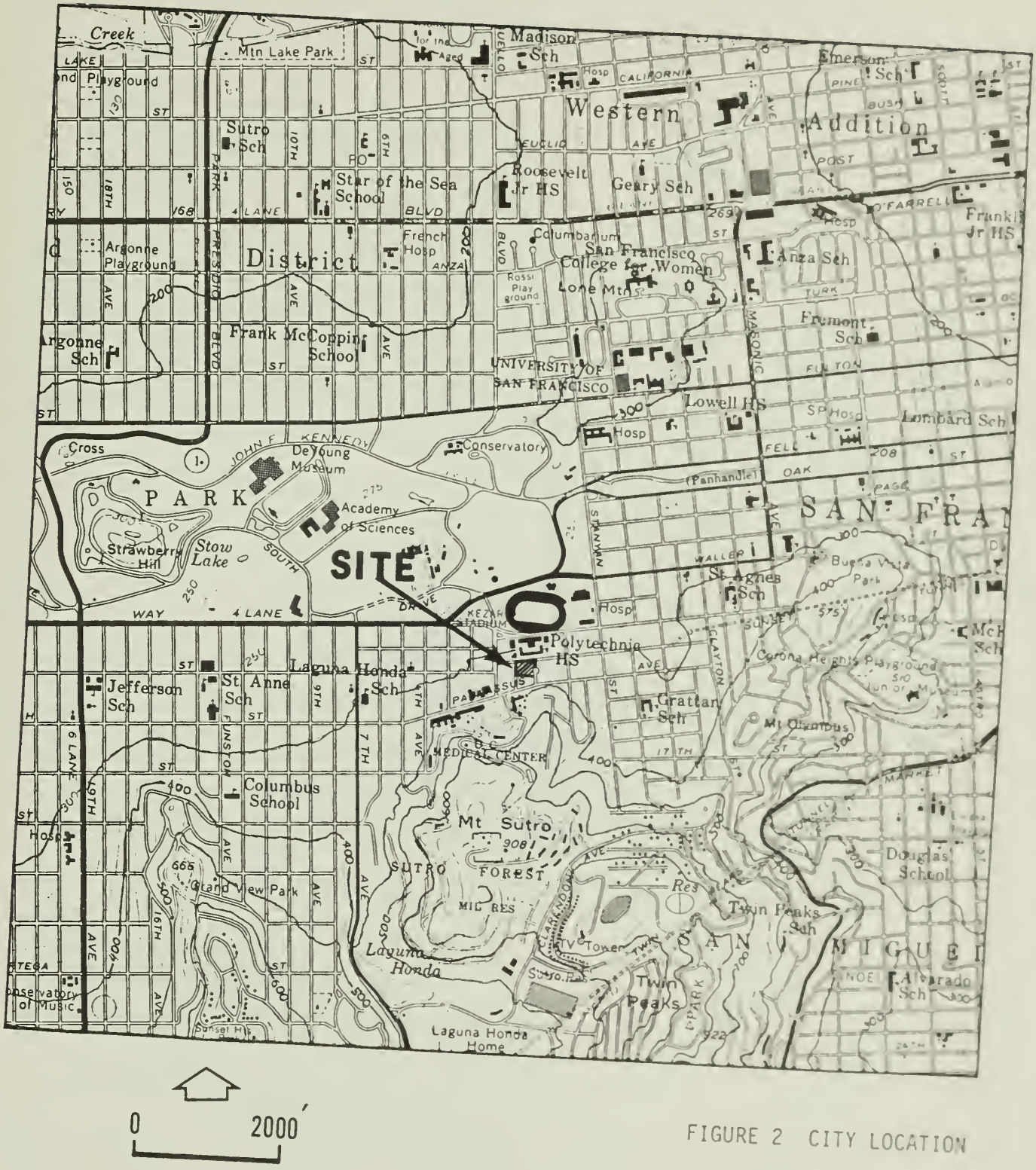
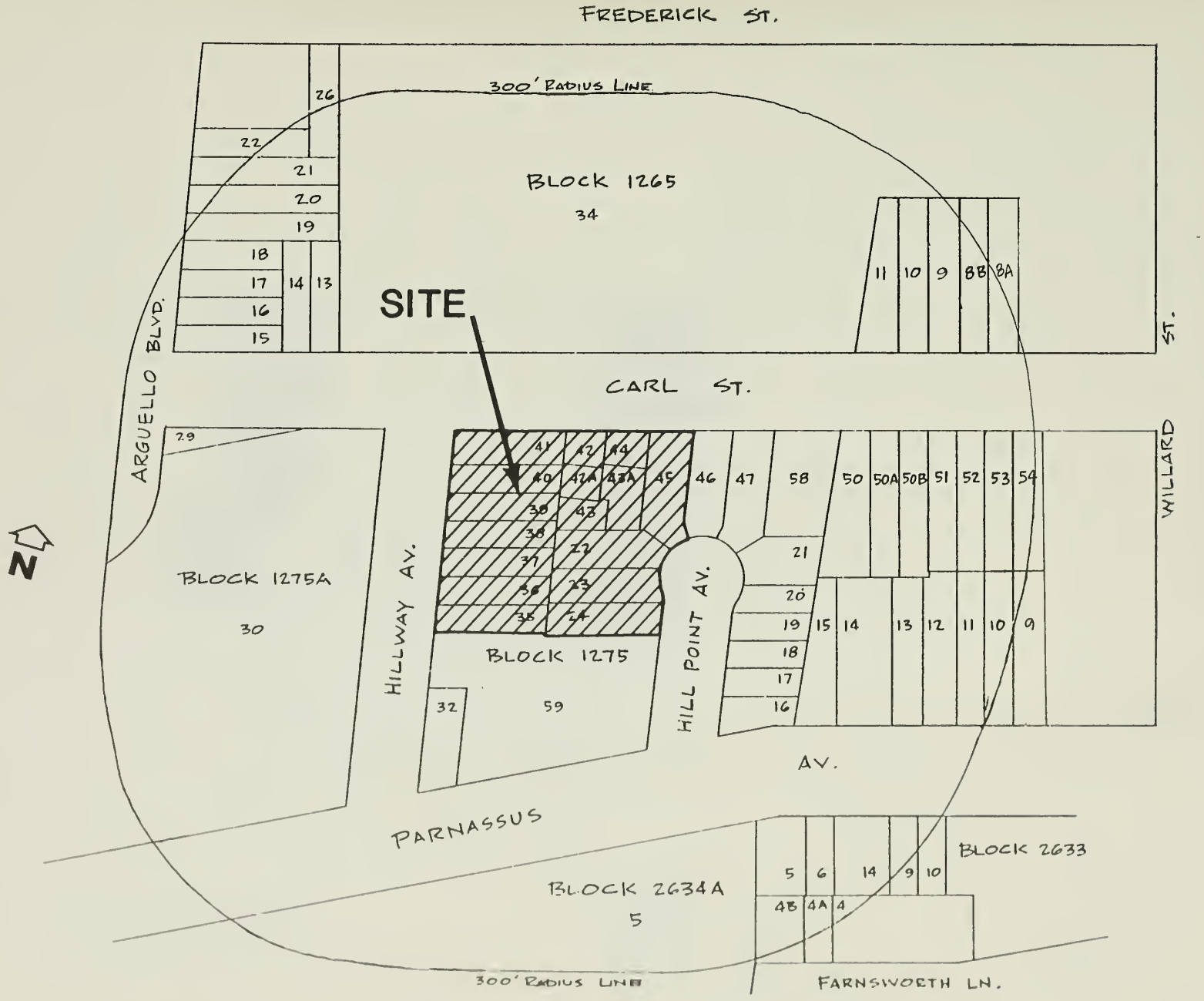


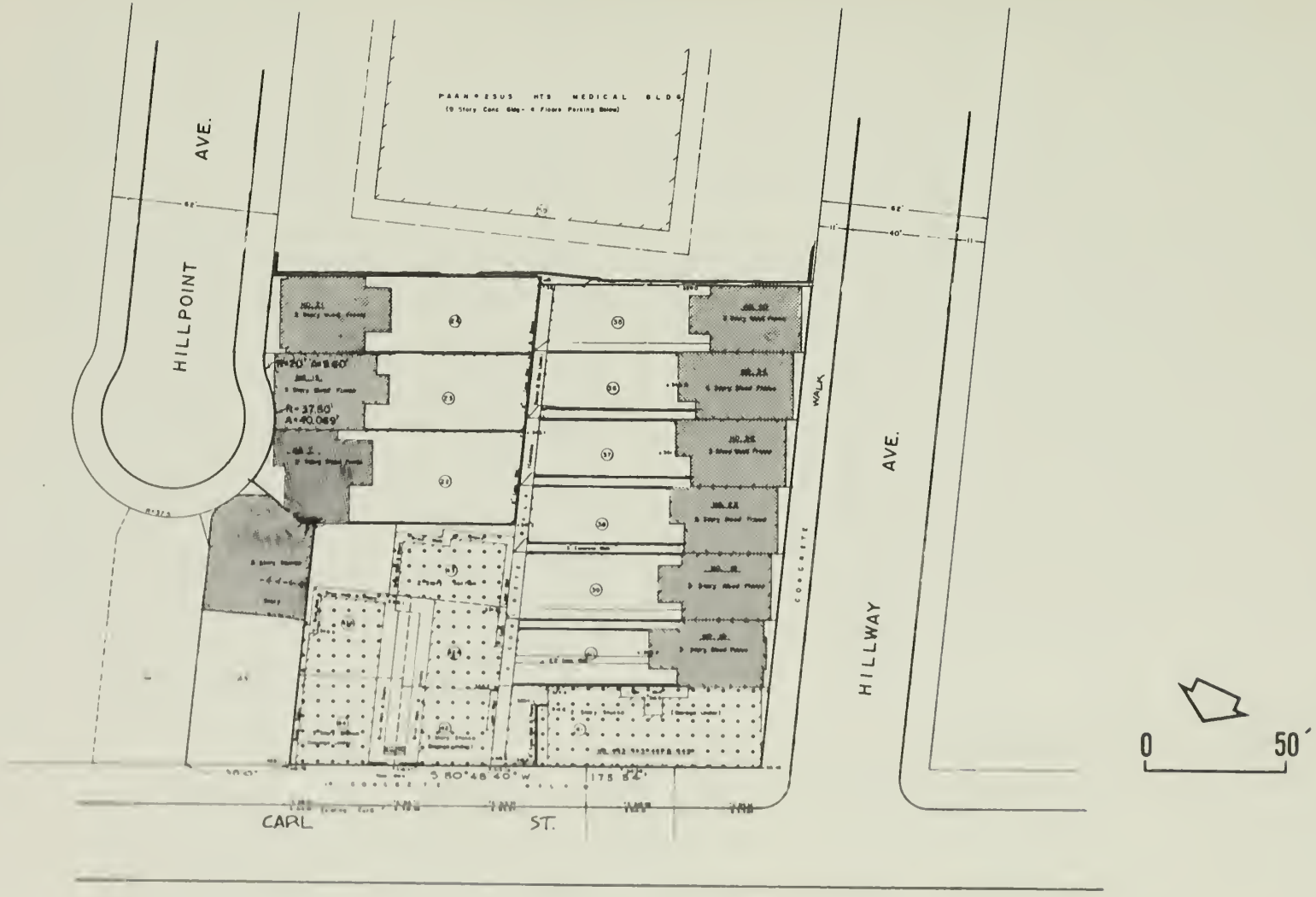

FIGURE 2 CITY LOCATION

Source - USGS 7.5 Minute Series, San Francisco, Ca.




Note - The 300-foot radius lines indicate the properties whose owners must receive City notice of the proposed action.

FIGURE 3 BLOCK LOCATION




Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

LEGEND

HOUSES

APARTMENTS

FIGURE 4
CURRENT USES ON SITE

The hotel is designed as two separate structures in two levels; the upper level would be to the south. The two buildings would be connected by a garden court and enclosed ramps (see Figure 5). The upper structure would be surmounted on its eastern end by a two-story dining and lounge facility (Figures 5 and 6, pages 17 and 19) which at its highest rooftop point would be 38 ft. above the corresponding ground elevation along the Hill Point Ave. frontage. Floor plans showing typical room arrangements and facilities are shown in Figures 6, 7, and 8, Pages 19, 21, and 23. The height relationships between the two wings are shown on Figures 8 and 10, Pages 23 and 27. The site is within a 40-X height district. Therefore buildings must be no higher than 40 ft. above street level (as defined by Article 2.5 of the City Planning Code, Chapter II of the San Francisco Municipal Code). The proposed building heights and set-backs are shown in Table 1, (Page 16) with the requirements for each as mandated by existing zoning.

The principal lobby entrance and registration desk would be on the Carl St. frontage (Figure 9, Page 25). Elevators would connect the lobby level with corridors leading to all rooms and to the upper lounge and dining levels. A ramp (Figure 5) would lead from the lounge level to the plaza of the Parnassus Heights Medical Building; the latter has pedestrian access to Parnassus Ave. Patients confined to wheel chairs could move between the hotel and the nearby hospital and clinic facilities of the UC Medical Center on level terrain, as those facilities would all front on the level portion of Parnassus Ave.

Parking spaces for 80 automobiles would be provided at the site on two levels, the lower of which is shown in Figure 9, Page 25; there would be a ratio of slightly more than one space for each two hotel rooms./2/ Spaces would also be provided for 12 bicycles, for the use of hotel employees and visitors. Public facility ingress and egress would be on Carl St., about 120 ft. east of Hillway Ave.. Entry would be controlled by an attendant or an automatic ticket dispenser (gate), and exit would be controlled by an attendant, who would collect parking fees or validated tickets.

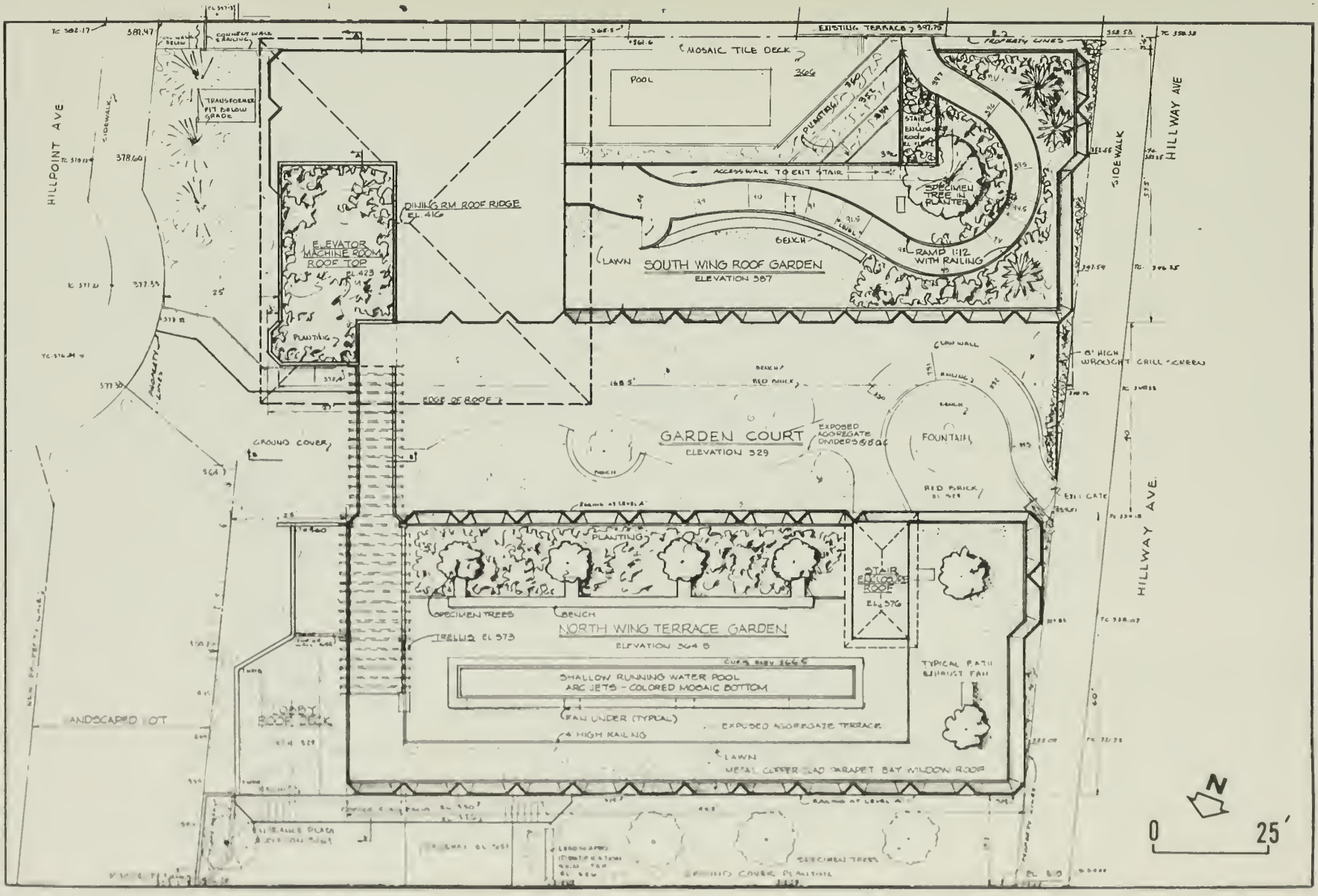
TABLE 1: HEIGHT AND SETBACK LIMITS

| Location | Setbacks Required (ft.) | Setbacks Proposed (ft.) |
|---|---|---|
| Hillway Avenue | 0 | 0 |
| South Property Line | 0 | 3.5 |
| Carl Street | 0 | 19.5 |
| Hillpoint Street | 25 | 25.0 |

| Location | Building Heights(ft.) Permitted (elevation) | Project (elevation) | Proposed (Ht. above grade) Hill Pt. | Hillway | Carl |
|---|---|---|---|---|---|
| North End- North Wing | 365* | 364.5* | -- | 49 | 47-49 |
| South End- North Wing | 371 | 364.5 | -- | 30 | -- |
| North End- South Wing** | 389 | 387 | 10 | 39 | -- |
| South End- South Wing | 397 | 387 | 5 | 29 | -- |
| Dining Room Roof Ridge-South Wing | 418 | 416 | 38 | -- | -- |

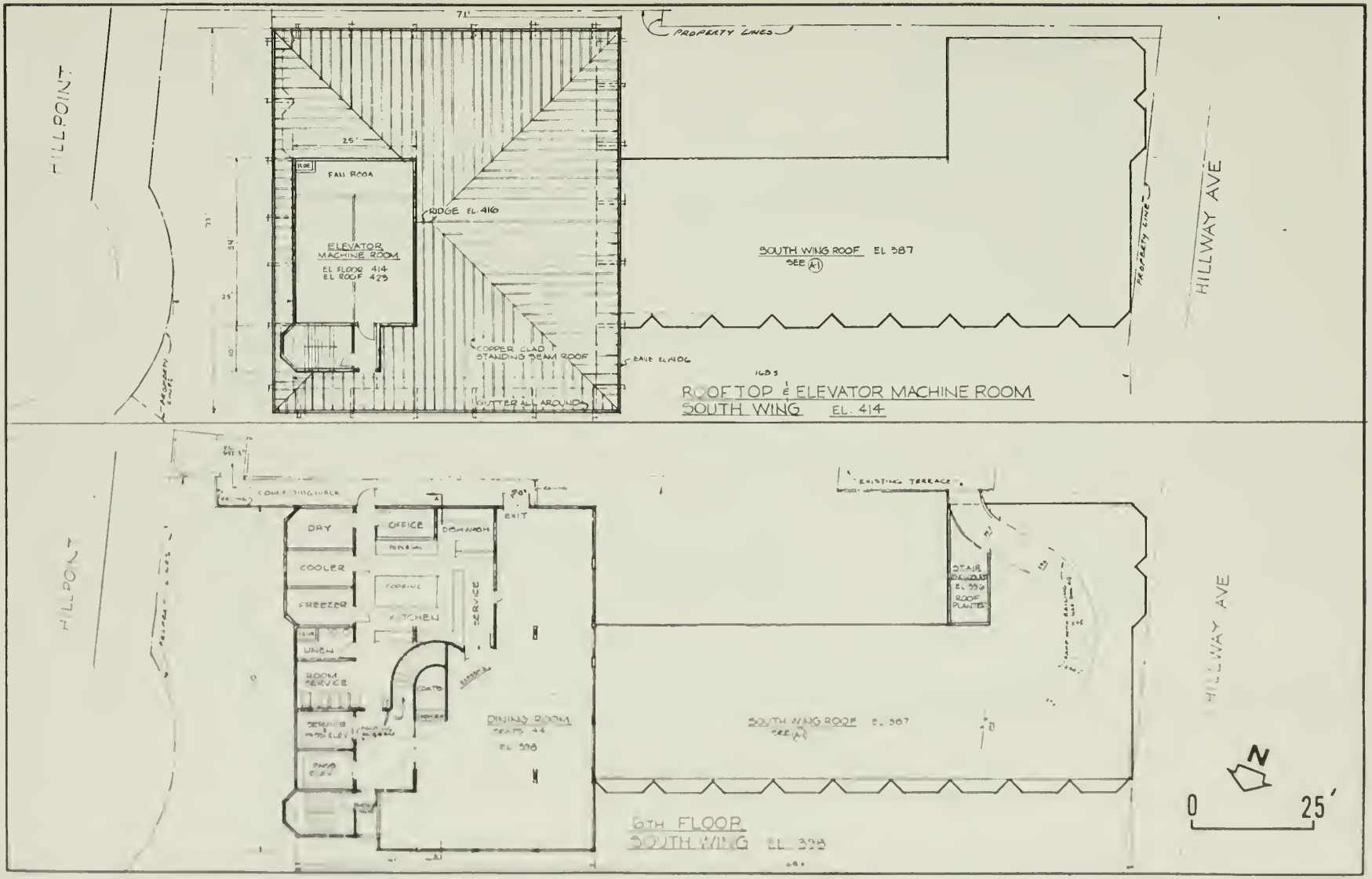
*Elevation above San Francisco datum (zero elevation), which is 8.6 ft. above mean sea level (MSL).
**The top of the elevator and stairwell "penthouse" in the same wing would be at elevation 423 (44-46 ft. above Hill Point grade) (see Figure 6, Page 19); however, this configuration is not required to conform to the 40-foot height limitation (Section 260(b)1B, City Planning Code).

The Carl St. entrance would have the only curb cut of 45 ft. along the Hill Point Ave., Hillway Ave., and Carl St. frontages of the property./3/ The only other curb cuts which might be required would be those for the weekly scavenger pick-up. While some of the hotel's solid waste would be picked up as part of the scheduled collection at the Parnassus Heights Medical Building, the remainder would be picked up near the Carl St. entrance. The 13-foot-high scavenger trucks would not be able to enter the hotel's garage. Details of the required curb arrangements have not yet been worked out. It is possible that they can be part of the described curb cut.



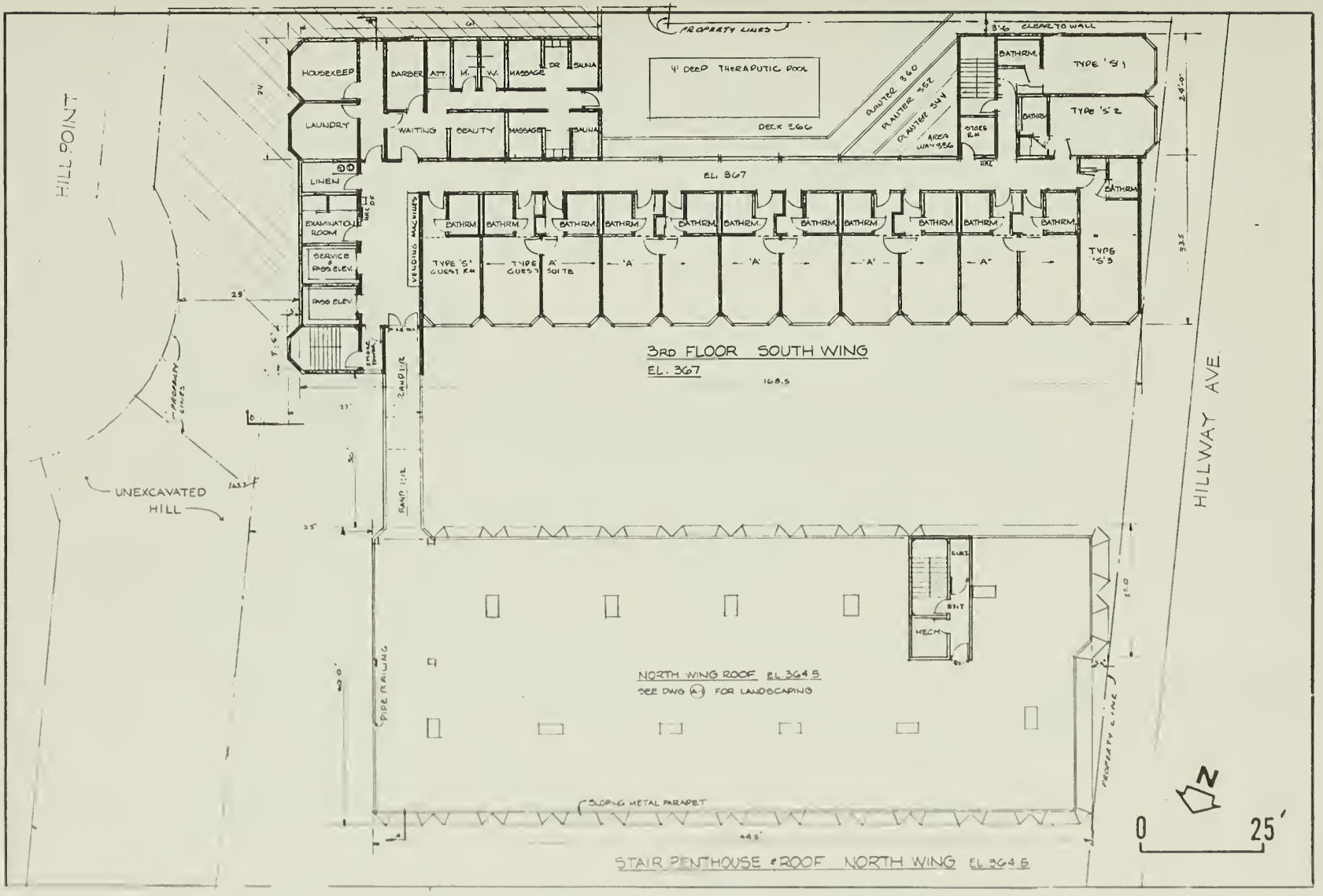

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 5 LANDSCAPING PLANS (ALL LEVELS)



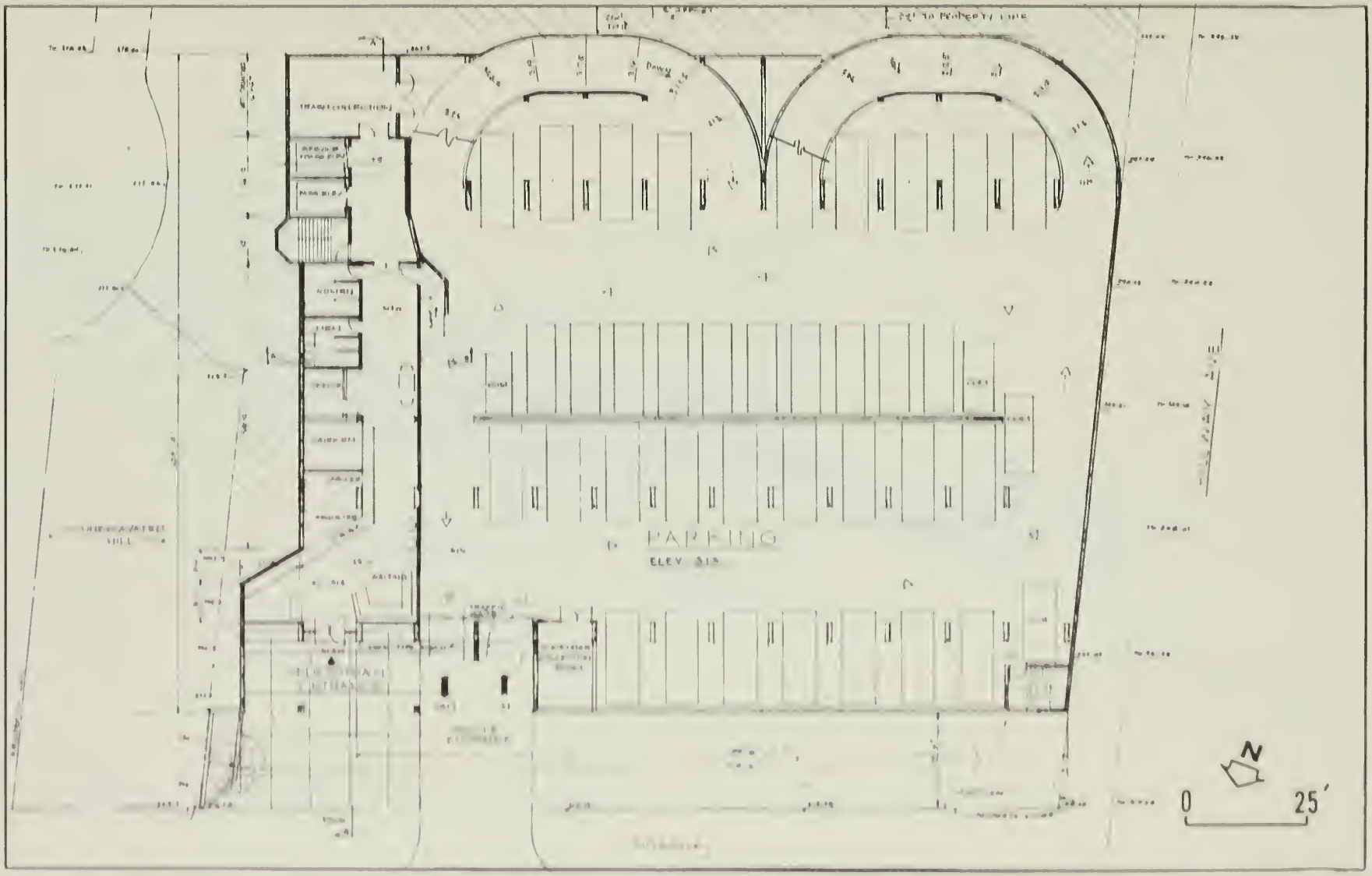

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 6 SOUTH WING (UPPER LEVELS)



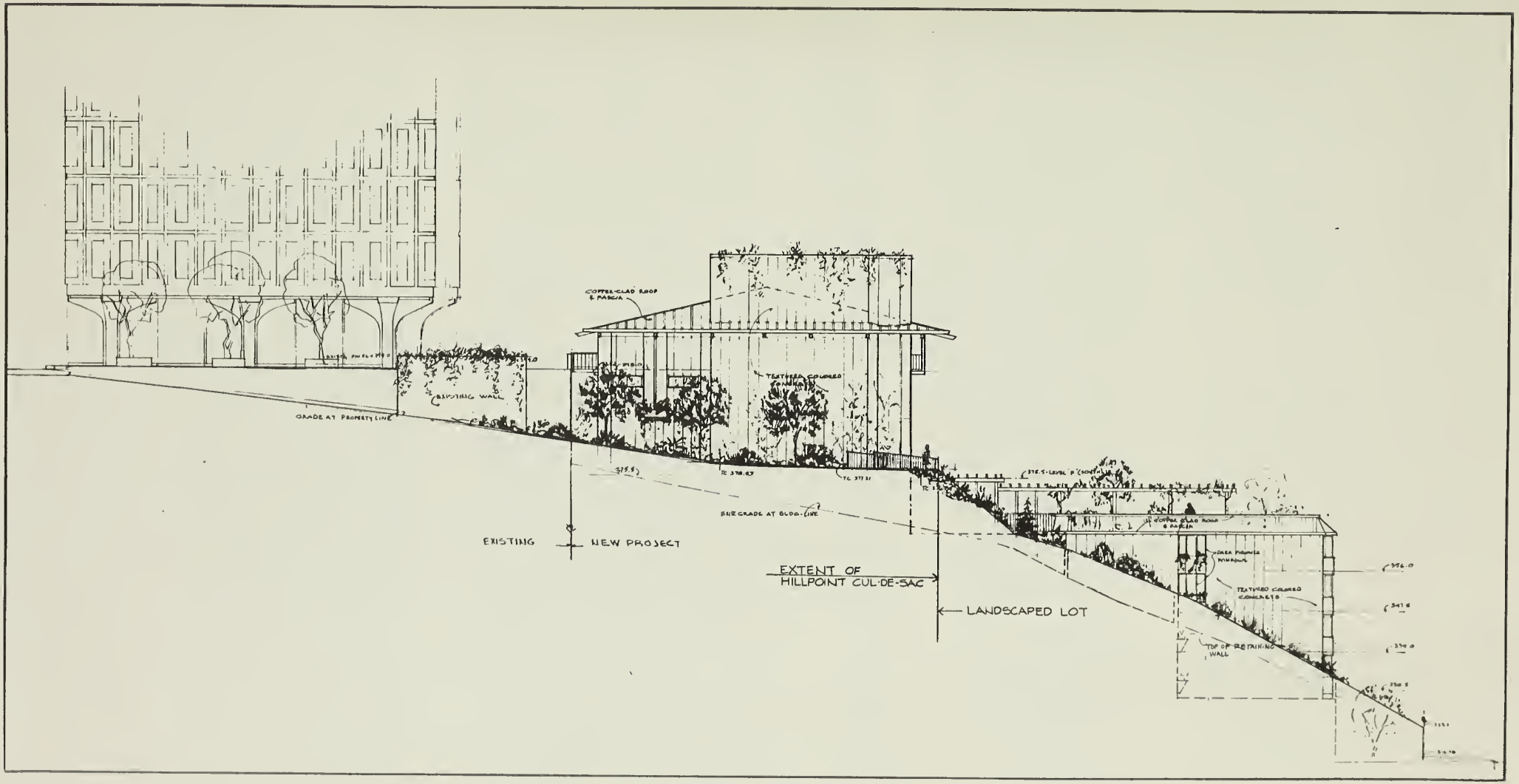

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 8 SOUTH WING (LOWER LEVEL) NORTH WING (ROOF)




Source - Delp W. Johnson, Poole
& Storm, Architects.
San Francisco, Ca.

FIGURE 9 ENTRANCE LEVEL (CARL STREET)




Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 10 EAST ELEVATION (FROM HILL POINT)

## II. PROJECT DESCRIPTION

The project site was in an R-3 zoning district,/4/ in which a hotel is permitted as a Conditional Use, subject to specific conditions imposed by the City Planning Commission. An application for a conditional use authorization was filed by the applicant on 16 December 1975, and given the identifying case number of CU 76.2.

Exterior project walls would be of reinforced concrete;/5/ all windows would be bay windows. All exterior concrete would be formed or have an exposed-aggregate, pattern, and would probably be of a predominantly earth tone, to blend with the Parnassus Medical Building. The roof of the dining unit would be pitched at a 5:1 slope and covered with copper sheathing, designed to age to a green patina.

The proposed structures would cover 17,100 sq. ft., or about 45% of the site area of 37,600 sq. ft..

Open space square footage devoted to is itemized in Table 2./6/ Planting areas appear in the first column of entries. Entries in the second Terraces column include walkways, decks and other usable but impermeable surfaces. The third column represents additional, unusable impermeable surfaces, such as metal facings, tops of retaining walls, and overhangs (not including those beyond the building line). Landscaping would cover 20,100 sq. ft.,/7/ or 54% of the site area; ground-level plantings would cover 13,600 sq. ft.,/7/ or 36% of the site area. The difference between the two figures is rooftop landscaping.

The intended rent as of 1976, was approximately $30 per day for a guest room, and approximately $60 per day for a suite. The estimated total development cost of the project as a whole was $6,500,000./8/ Assuming 25% construction cost escalation since 1976, current cost of the project would be about $8,125,000. Construction employment would amount to about 150 person years during the 13-month construction period and at 100% occupancy the project would employ about 35 people.

The project would displace 10 dwellings originally built as single-family residences now used as guest houses, and 16 apartments in two buildings (Figure 4, Page 13). The buildings are owned by the applicant and were acquired over a period of about 10 years. Since (and for some, prior to) their acquisition, they have been occupied on a short-term rental contract basis.

TABLE 2 PROJECT AREA DEVELOPMENT*

| | | | | TOTAL |
|---|---|---|---|---|
| Gross Property Area: | | | | 37,600 sq.ft. |
| Building at Ground Level: | | | | |
| North Wing | 8,560 | | | |
| Gallery | 320 | | | |
| South Wing | 8,170 | | | |
| | | | | 17,100 (45%) |
| Rooftop Areas: | Planting | Terraces | Other | Total |
| North Wing | 3,810 | 3,840 | 900 | 8,560 |
| Gallery | --- | 320 | --- | 320 |
| South Wing | 2,730 | 2,030 | 3,410 | 8,170 |
| | 6,550 | 6,190 | 4,310 | 17,100 |
| Ground Level Areas: | | | | |
| Carl Street | 2,250 | 720 | 540 | 3,510 |
| Eastside Park | 5,800 | 780 | 20 | 6,600 |
| Hill Point | 1,450 | 300 | --- | 1,750 |
| Hillway | 150 | --- | --- | 150 |
| Central Court | 3,320 | 2,480 | --- | 5,800 |
| South Walk & Pool | 600 | 2,100 | --- | 2,700 |
| | 13,600 | 6,380 | 560 | 20,500 |
| Total Areas: | | | | |
| (Rooftop plus Ground Level) | 20,100 | 12,600 | 4,870 | 37,600 |

*All areas are given in sq. ft.; totals and most entries rounded to three significant figures.

## D. PROJECT PHASING AND SCHEDULING

Upon approval of a Conditional Use Authorization by the City Planning Commission, tenants would be served with eviction notices, and application would be made for demolition permits. Site clearance and preparation would take about three months. Project construction would extend over approximately ten months, the first eight of which would be required for construction of the shell structures. The final two months would encompass completion of interiors, and exterior finishing. Construction hours would be 7:00 a.m. to 5:00 p.m.

FOOTNOTES

/1/ Laventhol & Horwath, 1976 (see Section XII, Bibliography, Page 121 --all literature citations in the text are in the form: Author (or agency), year).

/2/ Parking would be free for guests staying at the hotel. If it became apparent after one year of operation that surplus parking was available, outsiders would be charged $3.00 - $5.00 per day for parking.

/3/ Taxis would deliver guests to the registration desk, inside the garage.

/4/ This was the zoning at the time the conditional use application was filed; it is unaffected by the interim rezoning of 20 May 1976 (see Section III.A., Land Use Setting).

/5/ Structural walls and floors would also be reinforced concrete.

/6/ Delp W. Johnson (Delp W. Johnson, Poole and Storm, architects), telephone conversation, 9 July 1976, and transmittal.

/7/ Projected into the horizontal plane.

/8/ David Pugh (Swinerton and Walberg, general contractors), telephone conversation, 2 July 1976.

# III. ENVIRONMENTAL SETTING

## A. LAND USE

The Parnassus Heights area of San Francisco is marked by contrasting land uses. The 1400-acre Golden Gate Park lies to the north and west. To the south is 900-ft. high Mount Sutro and the 70-acre Sutro Forest, a stand of eucalyptus, with some pine, cypress and redwood trees. The project area is dominated by the medical complex of multi-storied buildings of the UCSF Schools of Medicine, Dentistry and Pharmacy and related hospital, clinical and research facilities. Residential uses near the campus and the project site range from single-family detached dwellings on Edgewood Ave. and Farnsworth Lane, through single-family row houses on parts of Willard St. and Woodland, Hill Point, Hillway, Parnassus, and Fourth Aves., to flats and apartments in a scattered pattern throughout the area.

South of the site, and fronting on Parnassus Ave., is the nine-story Parnassus Heights Medical Building,/1/ under which is a four-level underground parking structure. The Medical Building site extends from Hill Point to Hillway Aves. on Parnassus Ave., except for one single-family residence, containing a doctor's office, at the corner of Parnassus and Hillway Aves. The project site is separated from the latter property by the parking structure of the Medical Building.

East of the site, there are eight residential dwellings on Hill Point Ave. The site of the adjoining residence, #2 Hill Point Ave., extends down the slope to Carl St.

The Polytechnic High School campus is located north of the site across Carl St. Three temporary wooden classroom buildings front on Carl St., opposite the project site; they have been there more than 30 years. The high school has been closed, and the school district is considering leasing the structures to a community group./2/

West of the site, on Hillway Ave., The University of California Medical Center Clinics Building, nine stories above street level and a parking garage, extend from Parnassus Ave. to Carl St.

The buildings now on the project site were built during the period from 1915-1930, as part of a series of tract developments between Parnassus Ave. and Carl St., from the east side of Hill Point Ave. to the east of (then) Arguello Blvd. There are 10 three-story wood frame structures now on the site which were built as single-family homes and are now used as guest houses. There are 3 two-and three-story stucco buildings which were built and are still used as apartment buildings. The addresses and uses of these buildings are shown below.

| Lot Number | Address | Use |
|---|---|---|
| 45 | #1 Hill Point Ave. | Guesthouse. 4 bedroom |
| 22 | 7 Hill Point Ave. | Guesthouse. 5 bedroom |
| 23 | 15 Hill Point Ave. | Guesthouse. 3 bedroom |
| 24 | 21 Hill Point Ave. | Guesthouse. 4 bedroom |
| 40 | 10 Hillway Ave. | Guesthouse. 3 bedroom |
| 39 | 16 Hillway Ave. | Guesthouse. 3 bedroom |
| 38 | 22 Hillway Ave. | Guesthouse. 3 bedroom |
| 37 | 28 Hillway Ave. | Guesthouse. 4 bedroom |
| 36 | 34 Hillway Ave. | Guesthouse. 4 bedroom |

| | | |
|---|---|---|
| 35 | 40 Hillway Ave. | Guesthouse. 3 bedroom |
| 41 | 443, 445, 447, 449 Carl St. | 4 apartments (2 @ 2 bedroom, 2 @ 1 bedroom) |
| 42, 42A, 43, 43A, 44 | 415 Carl St., Apartments A, B, C...L | 12 one-bedroom apartments |

In 1975, when the project application was filed, the project site was in an R-3, Low-Medium Density Residential District which extended east on Carl St. (see Figure 11, Page 37). Zoning of the surrounding area is shown on Figure 11.

The City Planning Commission by resolution, on 20 May 1976, adopted new residential zoning classifications and controls, and placed them in effect on an interim basis until the effective date of permanent new zoning maps and controls to be enacted by the Board of Supervisors. The project application was filed prior to enactment of this interim resolution and, therefore, is governed by the zoning regulations of the R-3 district until such time as the permanent zoning maps and controls are adopted. After final adoption by the Board of Supervisors, which is expected to occur prior to 20 November 1978, no permit may be issued for a project which does not comply with the new zoning pursuant to Section 302 of the Planning Code, unless the Code were amended to include a "grandfather" clause for projects with applications up to some specific date.

The proposed zoning for the site is RH-2, a district which is more restrictive than R-3 and does not permit hotel uses.

FOOTNOTES - Land Use

/1/ See Figure 3, Page 11, for lot configurations of nearby uses.

/2/ Larry Jacobson, Educational Facilities Needs Analyst, San Francisco Unified School District, telephone conversation, 15 December 1977.

## B. TRAFFIC AND PARKING

In the Parnassus Heights area of San Francisco where three through routes connect the northern half of the 4300-acre Sunset district in the western half of the City with the Haight-Ashbury, Upper Ashbury and Buena Vista districts and the northeastern part of the City. They are situated between the half-mile-wide Golden Gate Park to the north and the half-mile-wide stretch of Sutro Forest encircling Mount Sutro to the south. The three routes are Lincoln Way-Frederick St., Irving St.-Carl St. and Parnassus Ave.

The Thoroughfares Plan, a part of the Transportation Element of the City's Comprehensive Plan, designates Lincoln Way, east of Seventh Ave., Frederick St., west of Stanyan St., and Parnassus Ave., west of Stanyan St., as Secondary Thoroughfares./1/ Carl St. is designated as a Transit Preferential St./2/ in the Transit Preferential Streets Plan of the Transportation Element.

Most eastbound Lincoln Way traffic goes on to Kezar Dr. in Golden Gate Park, rather than to Frederick St./3/ Kezar Dr. connects with Fell and Oak Sts., which provide the most direct route to the Western Addition and downtown areas of the City and are used as freeway access routes. The 24-hour traffic volumes for streets in the area are shown in Figure 12.

Carl St. carries the "N-Judah" streetcar line; this will be one of the five Muni Metro light rail transit routes which will use the Market St. subway when it begins operation in 1979. The "N" line is currently served by approximately 350 scheduled streetcar round trips. Weekday headways are as follows: A.M. peak-hour headways range from 2-1/2 to 3 minutes in the peak direction and from 4 to 5 minutes in the opposite direction. Base (non-peak-hour) daytime headways average 5 minutes, with a range from 4 to 6 minutes; p.m. peak-hour headways are 2 to 4 minutes in the peak direction and 4 to 8 minutes in the other direction./4/

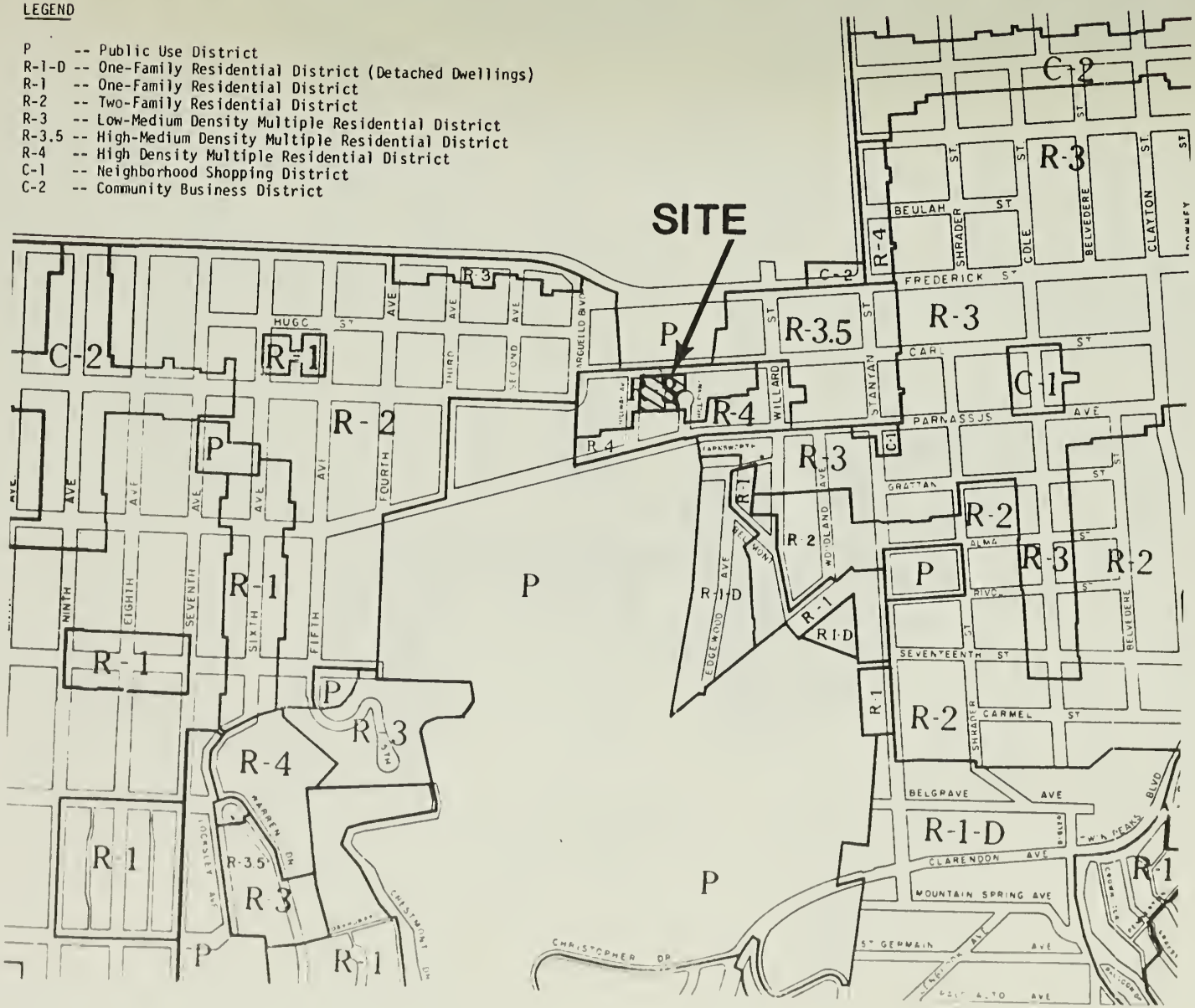
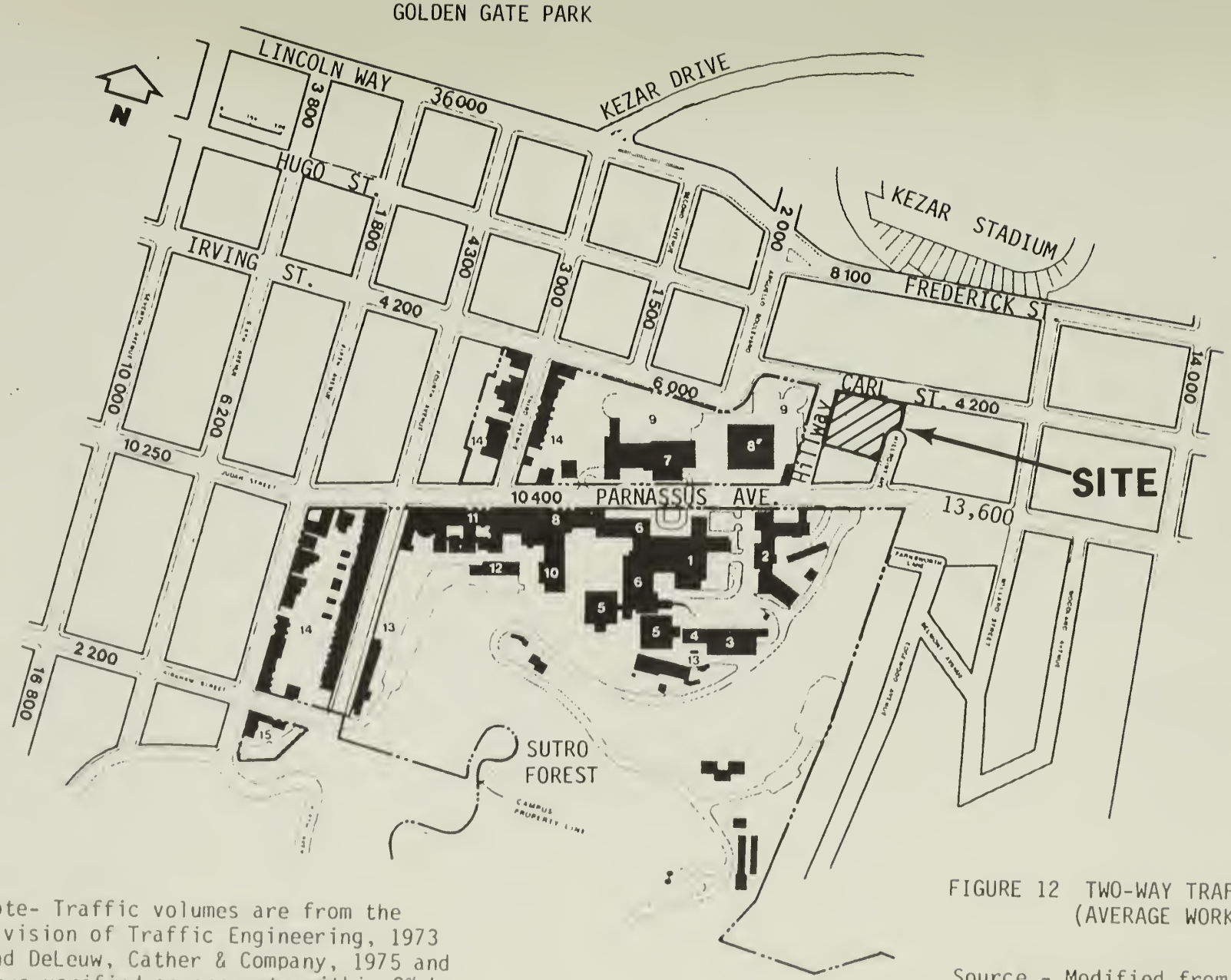



FIGURE 11 ZONING DISTRICTS
(VICINITY OF SITE)




Note- Traffic volumes are from the Division of Traffic Engineering, 1973 and DeLeuw, Cather & Company, 1975 and were verified as accurate within 2% by personal communication on March 10, 1977 with Harvey Quan, S.F. Division of Traffic Engineering.

FIGURE 12 TWO-WAY TRAFFIC (AVERAGE WORKING DAY)

Source - Modified from U.C. Long-Range Development Plan EIR.

The project area is served by Muni's #71 and #72 motorbus lines on Frederick St., and the #6 electric and #66 diesel bus lines on Parnassus Ave. Crosstown transit service to and from the project area is available on the #43 and #10 lines. Public transit routes are shown on Figure 13.

The Municipal Railway (Muni) has studied suggestions that the #43-Masonic and the #44- Diamond Heights lines be extended to provide service directly to UCSF. No action on these suggestions has been taken to date./4/

Hillway Ave. is a one-block, local-access street between Parnassus Ave. and Carl St., with a 24% slope. Parking is prohibited on the west side of the street, and there is no access to off-street parking. On-street parking is permitted on the east side of Hillway Ave. perpendicular to the curb, at ten metered spaces, as well as at unmarked space (accomodating 14 vehicles) posted with a one-hour daytime parking limit. A total of eight curb cuts on this side of the street give access to and from off-street parking (including the exit from the 200-space and from Parnassus Heights Medical Building Garage).

Hill Point Ave. is a cul-de-sac approachable from Parnassus Ave. On-street parking is prohibited on the east side between 8 a.m. and 5 p.m. Daytime parallel parking is permitted on the west side, in about six unmarked spaces. Two of the eleven houses on this street have no off-street parking.

Carl St. is 69 ft. wide between property lines, with 15-ft. wide sidewalks. Unrestricted parallel parking is permitted. There are five parking spaces along the proposed project site frontage. The south side of the street has four curb cuts providing access to off-street parking for apartment buildings.

Total on-street spaces directly adjacent to the site (three streets, site side only) number 35. There are currently 21 off-street (garage) parking spaces on the project site. Traffic generation and parking requirements of the current on-site uses are presented in Table 3.

TABLE 3: ESTIMATED EXISTING TRIP GENERATION AND PARKING DEMAND

| Unit Type | No. of Units | Daily Trip Ends (T.E.) Per Unit* | Total Daily T.E. | Parking Demand Per Unit** | Total Parking Space Demand |
|---|---|---|---|---|---|
| 2 BR Apt. | 2 | 5 | 10 | 1.4 | 2.8 |
| 1 BR Apt. | 14 | 4 | 56 | 1.0 | 14.0 |
| Guesthouse Room | 36 | 3 | 108 | 0.5 | 18.0 |
| | 52 | | 174 | | 34.8 |

Parking space demand per unit = 35 spaces/52 units = 0.67***
Existing off-street parking spaces --21, vs. 35 required On-street parking spaces (directly in front of site: 3 streets, site side only) = 35

*CALTRANS (1965-1975). A trip end is a vehicle departure or arrival.
**Eno Foundation for Transportation (1972).
***For comparison: U.S. Census (1970) tabulates auto ownership rates in Census Tract 301 (immediate vicinity of project) as 1.01 per dwelling unit (DU) and in CT 302 as 0.79 per DU. It would be expected that the site auto ownership rate would be low because of its disproportionately high fraction of guesthouse rooms.

As Table 3, page 42 shows, the 174 daily trip ends (T.E.) generated by existing uses on the project site, 48 originate or end on Hill Point Ave. All of these are assumed to use Parnassus Ave. to reach points to the east and west (i.e., they are assumed not to use Hillway Ave. or Carl St. in the project vicinity). An additional 60 T.E. originate or end on Hillway Ave.

It is assumed that about 7/8 of these, or 53, go downhill to Carl St., of which about 3/4, or 39, turn east on Carl. Finally, 66 T.E. originate or end on Carl St. Thus, the site's contribution to traffic on Carl St. between Hillway Ave. and Willard St. is 105 T.E. per day, or an assumed 11 in the peak p.m. hour. Its contribution to Parnassus Ave. traffic is 55 T.E. per day, or an assumed 6 in the peak p.m. hour.

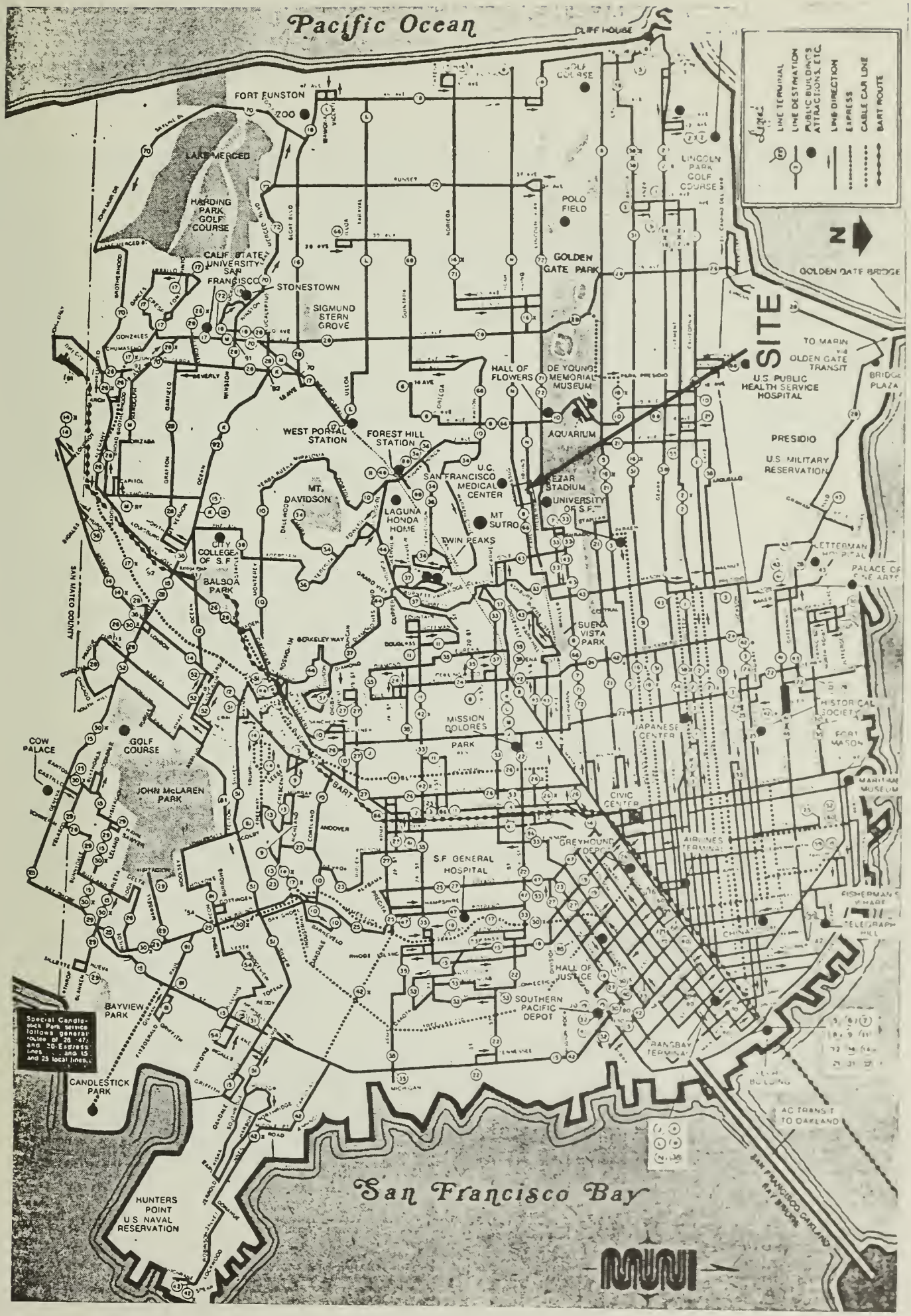



FIGURE 13 PUBLIC TRANSIT ROUTES

Source - Yellow pages, S.F. telephone directory, 1977

About 420 automobiles and about 35 trolleys (both two-way totals) use Carl St. in the peak p.m. hour. EIR investigators observed also that almost all of the p.m. peak cross-street traffic at the site consists of automobiles (about 120 per hour) departing the Parnassus Heights Medical Building garage, proceeding down Hillway Ave., and splitting eastbound (about 60 per hour) and westbound (about 60 per hour) on Carl St. These volumes would be expected to allow free-flow conditions (Level of Service A to B for definitions)/5/ on Carl St. This was confirmed by observations on two days (21 June and 8 July 1976) about 4:45 and about 5:30 p.m. Present uses on the proposed project site generate three times as much traffic on Parnassus as on Carl and are responsible for 0.5% of the total traffic volume on Parnassus.

FOOTNOTES - Traffic and Parking

/1/ Secondary thoroughfares are defined by the Plan as "primarily intradistrict routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major thoroughfare system" (adopted April 27, 1972; Planning Commission Resolution No. 6834).

/2/ A transit preferential street is defined by the Plan as "an important street for transit operations where interference with transit vehicles by other traffic should be minimized".

/3/ Division of Traffic Engineering, 1973.

/4/ Letter from James J. Finn, Director of Transportation, San Francisco Municipal Railway, 14 April 1977.

/5/ Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

## C. METEOROLOGY AND AIR QUALITY/1/

### CLIMATE

The Parnassus Heights area experiences the breezy climate common to locations near the Golden Gate. The project site is partially protected from direct onshore winds (westerlies) by tall structures (UCSF Clinics Building and parking structure) immediately to the west, but still receives the full force of the westerlies, channeled through street "canyons". Residences along the east side of Hill Point Ave. are more protected because of the wall formed by the attached houses at the end of the cul-de-sac and along the west side of the street.

### AIR QUALITY

The project area experiences good air quality relative to the rest of the Bay Area, because of the almost continuous flow of relatively clean marine air through the Golden Gate and adjacent San Francisco lowlands, and the absence of industrial pollutant sources to the west. Bay Area Air Pollution Control District (BAAPCD) data from 1973 through 1976 indicate that the automobile-related pollutants which occasionally exceed state or national standards in San Francisco are oxidants and carbon monoxide.

Uses in the project vicinity consist mostly of residential and institutional (non-industrial) uses. Sources of auto-related pollutants are discussed in the preceding Traffic and Parking section. As the traffic in the vicinity of the project site is not as heavy as the traffic surrounding the BAAPCD monitoring station 2.5 miles northeast of the project site, it is expected that the carbon monoxide level at the site is lower than the BAAPCD levels, recorded with fewer days per year as which standards are exceeded.

Estimates were made, assuming worst-case weather conditions, for curbline levels of carbon monoxide./2/ The calculated Carl St. levels are less than 4%

of the standards, the Parnassus Ave. levels less than 15% of the standards. The Carl St. worst-case 8-hour level was found to be about three% of the 1976 8-hour maximum at the BAAPCD station; the corresponding figure for Parnassus Ave. is about 12%.

FOOTNOTES - Meteorology and Air Quality

/1/ See Appendix B for a quantitative description of meteorology and current air quality.

/2/ See Appendix B for methods.

## D. NOISE

The highest noise levels on site are at the Carl St. frontage, where the day-night ($L_{dn}$) sound level/1/ is 79 dBA./2/ The $L_{dn}$ drops to as low as 53 dBA in the backyards of the residences adjoining the Parnassus Heights Medical Building property./3/ The $L_{dn}$ noise level at the location of the portion of the proposed structure which would be closest to Carl St. is currently about 75 dBA. The loudest individual contributors to this noise level are the street cars on Carl St. and an occasional truck.

According to the land-use compatibility chart for community noise in the Transportation Noise section of San Francisco's Environmental Protection Element (San Francisco Department of City Planning, 1974), the present 79 dBA levels at the existing residences on site are clearly incompatible with residential uses and the 75 dBA levels at the proposed setback would be at best marginally compatible with the proposed use. In this kind of situation the Element suggests that "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the (project's) design".

FOOTNOTES - Noise

/1/ Day-night sound level: a 24-hour energy-equivalent sound level that has been weighted to emphasize those noises experienced during the nighttime period. An energy-equivalent sound level is the constant noise level that would be experienced if the amount of energy contained in the actual time-varying sound were released at a constant rate.

/2/ dBA: the decibel reading obtained from a noise-measurement instrument with a frequency response similar to that of the human ear. A 1-dBA change in noise level is just perceivable to a trained listener in a laboratory situation. A 2- to 3-dBA change is needed to be noticeable to most people under normal conditions. A 10-dBA increase in sound level corresponds roughly to a doubling of perceived noise.

/3/ All sound levels specified in this report were developed, unless otherwise noted, with the traffic noise level estimation procedure presented in Porter, et al. (1974). Air absorption of sound, and topographic and structural shielding, were estimated approximately. Reflection and refraction effects were not considered.

## E. GEOLOGY, SOILS AND SEISMICITY

The site, on a northern ridge of Mount Sutro, slopes from elevation 380 ft. to elevation 315 ft. Bedrock on site is overlain by unconsolidated (loosely packed and/or noncemented) soils, including sands of thickness varying from 2 to 60 ft. The site lies in what is characterized as an "area of potential landslide hazard" (Blume 1974, Figure 4). No landslides have been noted on or in the immediate vicinity.

The site is in a seismically active region due to the proximity of the San Andreas and Hayward faults, and is classed as being subject to "strong" ground shaking in the event of another earthquake of magnitude similar to the 1906 earthquake (Blume, 1974, Figures 2 and 3). A detailed discussion, with citations, will be found in Appendix C.

III. ENVIRONMENTAL SETTING

## F. ECOLOGICAL RESOURCES

The residentially developed site contains no unique nor valuable vegetation or wildlife./1/

FOOTNOTES - Ecological Resources

/1/ See Appendix E for a description of exisiting vegetation and wildlife.

## G. POPULATION AND COMMUNITY CHARACTERISTICS

### HOUSING SUPPLY

The twelve residential structures on the project site contain a total of 52 residential units of varying types (see Land Use, Page 34), with an overnight population of about 70.

The University of California operates on-campus housing facilities including the following: a married-student housing complex with 120 one-bedroom and 45 two-bedroom units, two dormitories with a total capacity of 225 students, University House (the Chancellor's residence), and 16 residential structures. The greatest concentration of off-campus UCSF student population is located in the immediate neighborhood, in the area bounded by Golden Gate Park, 19th Ave., Taravel St., Dewey Blvd., Laguna Honda, Clarendon Ave., Clayton St., Ashbury St., Frederick St., and Masonic Ave.

Except for the Haight-Ashbury, the number of housing units in the proposed project area increased at a faster pace than did population between 1960 and 1970, resulting in a lower number of persons per unit in the area. The housing inventory increased 8.3%, while the population for the area grew

2.4%. This trend was particularly evident in the Inner Sunset tracts. In 1970, the area contained a lower proportion of single-unit structures than the citywide average of 33%.

The medical complex population generates a demand for housing, particularly of the type and rent range suitable for students. According to the 1970 Census, vacancy in the Inner Sunset area was considerably lower than the citywide rate (1.6% compared with 4.9% for the City). In 1973, the most recent date for which vacancy data are available,/1/ the vacancy rate in the Inner Sunset, the area between Stanyan St. and Nineteenth Ave., Golden Gate Park and Sloat Blvd., was 1.9% compared with 4% for the City as a whole. All of these vacancies were in one-bedroom units (San Francisco Department of City Planning, 1973a).

Patients and visitors to the medical complex create a demand for a different type of housing, including overnight accommodations, which are currently provided in the community guesthouses. The University distributes a list of these guest houses to those people requesting such overnight accommodations. There are 21 guest house locations/2/ and six motels in a 10 block radius of the medical center. Ten of these guest houses are located on the project site; the rest are located along Fourth Ave. near Parnassus Ave., or on Parnassus Ave. itself. There are about 65-70 guest house rooms available in the area, including those at the project site.

## POPULATION CHARACTERISTICS

The project site is within an area of social diversity influenced by the medical complex.

About 27-29 persons are regular, month-to-month tenants on the site. Of these, four are students at UCSF. Most tenants are young, and have lived in the units for less than one year. Transient, guesthouse tenants are for the most part persons associated with the U.C. Medical Center in some way.

III. ENVIRONMENTAL SETTING

The daily on-campus population of UCSF (including students, staff, patients and visitors) is about 11,500./3/ The ethnic composition of the campus is 66% white, 18% black, 7% Oriental, 4% Spanish-speaking or Mexican-American, 0.2% American Indian, and 5% foreign students and others. According to the 1970 census, the overall population of San Francisco was 71% white, 13% black and 15% others.

While population in the City and County of San Francisco declined about 3% from 740,000 to 716,000 between 1960 and 1970, the population of the immediate neighborhood (defined above) increased 2.5% from 43,900 to 45,000 during this ten-year period. The population in the immediate neighborhood also shows increases in the young adult (under 20) and middle aged (over 45) categories, from 1960 to 1970. The immediate neighborhood followed the citywide trend to an increasing proportion of minority population. The minority population growth in the Haight-Ashbury census tracts was predominantly caused by new black residents and the Inner Sunset district by new Asian and Spanish-speaking residents.

At the time of the census except for the Haight-Ashbury area, median family incomes in the immediate project neighborhood were equal to, or higher than, the 1970 median income for the City.

For the most part, the population of the immediate neighborhood is characterized by a greater degree of residential mobility than the City's population as a whole. About 40% of the 1970 residents in the neighborhood had lived in the same house in 1965, compared with 48% for the City, as a whole.

FOOTNOTES - Population and Community Characteristics

/1/ Personal conversation, Peter Groat, Senior City Planner, Department of City Planning, 4 March 1977.

/2/ Some guesthouses operate at more than one location. UCSF "Off-Campus Guest Housing", 6 November 1975; available in the files of the City Office of Environmental Review, 45 Hyde St.

/3/ Use was made of the UCSF EIR on its Long-Range Development Plan (UCSF, October 1975a) in the development of this section.

## H. VISUAL AND AESTHETIC SETTING

The project site is, visually, generally typical of a San Francisco residential block built about 60 years ago. Because of its steepness and the fact that there are no buildings taller than 40 ft. below it, the higher elevations of the site have panoramic northerly views. The predominant, near element of these views is the green of nearby Golden Gate Park. To the east and northeast, the serrated downtown skyline formed by high-rise apartments, hotels, office buildings and Bay Bridge towers may be seen. The Golden Gate Bridge, the Gate itself, and the Marin County and San Francisco headlands may be seen to the north and northwest. The houses on Hill Point Ave. are oriented to some, or all, of these views. The upper apartments on Carl St., accessible by a climb of 53 to 60 steps from the street, are oriented to the same views.

The houses on-site are all two stories, mostly over basement garages, and some of the buildings have third floors. The Hillway Ave. houses open on to rear gardens and terraces via stairs down from living or dining rooms and kitchens (Figure 14). The easterly on-site Carl St. apartments are entered through a garden court (Figure 15, Page 55).

Hill Point Ave. presently has 18 street trees, eight of which were planted by the applicant (Figure 16, Page 57).

All houses on the site are built of wood frame construction, are stuccoed in front with varied stylistic treatments, and have uniform painted rustic redwood siding on their sides, lightwells, and rears. This pattern of surface material was used commonly in San Francisco tracts at the time of construction of these houses.

FIGURE 14 VIEW FROM PARNASSUS HEIGHTS MEDICAL CENTER ( LOOKING NORTHWEST)

FIGURE 15 VIEW FROM CARL STREET
(LOTS 42 and 44)

FIGURE 16 VIEW OF HILL POINT AVENUE
(EXISTING RESIDENCES)

Development on the site is relatively small-scale, in relation to surrounding buildings (Figure 17, Page 61). At a larger scale, are the nearby 13-story Parnassus Heights Medical Office Building, (Figures 15, Page 55, and 17, Page 61) and the larger nine-story Clinics Building of the University, (Figures 17, Page 61, and 18, Page 63). These two non-residential, medically oriented buildings visually dominate the area. The Clinics Building blocks views from Hillway Ave.; this street is not used for access to this towering, neighbor. The Parnassus Heights Medical Building, whose vehicular ingress is from Parnassus Ave., discharges its vehicles to Hillway Ave., the major impact being during the afternoon peak.

## I. COMMUNITY SERVICES

### WATER AND SEWAGE

Residential water uses on the project site currently total about 4,400 gallons of water per day (gpd)./1/ As there is no evidence that water is used for irrigation of landscaping (for example, there is no rise in recorded consumption in the summer months), it appears that essentially all of the water on site is consumed in domestic uses, including car washing. Therefore, it is assumed that all the water supplied to the site leaves as sewage or runoff. Using this assumption, the present water consumption translates to 0.0044 million gallons per day (mgd) of sewage, which flows to the Richmond-Sunset Sewage Treatment Plant. This plant currently operates at about 86% of its 22.5 mgd capacity during dry weather. The project site currently contributes about 0.023% of the dry weather wastes treated at the plant. In wet weather, inflow exceeds capacity of the plant, and the excess is discharged, untreated to the Pacific Ocean. This occurs 80 times a year, when rainfall exceeds 0.02 inches per hour.

## SOLID WASTE

Solid waste is trucked from the site to a transfer station at Tunnel Ave., west of Highway 101 in the City of Brisbane, near the San Francisco boundary. It is then taken by truck to the City of Mountain View, in Santa Clara County, for disposal in a sanitary landfill operation. That operation is expected to reach capacity in about 1983. No replacement site has yet been selected.

Current solid waste generation of the project site is estimated to be about 170 pounds per day, on the basis of a production of about 2.4 pounds per day per capita (California Solid Waste Management Board, 1974, p.3) and an overnight site population of 70.

## POLICE

The project area is patrolled by officers of the San Francisco Police Department (SFPD). The 1974-1975 rate of police-related incidents in the project area (Census Tract 301) is 541 per year./2/ This annual rate is equivalent to 39 incidents per 1,000 persons. If prorated to the current population at the project site,/3/ this data implies that there are currently about three such incidents per year, related to the site. At a cost of about $625 per incident,/2/ the average current police-related costs of the site are therefore about $1,900, per year.

## FIRE SERVICES

The site is served by the San Francisco Fire Department (SFFD). The nearest fire station is located at 1145 Stanyan St../4/

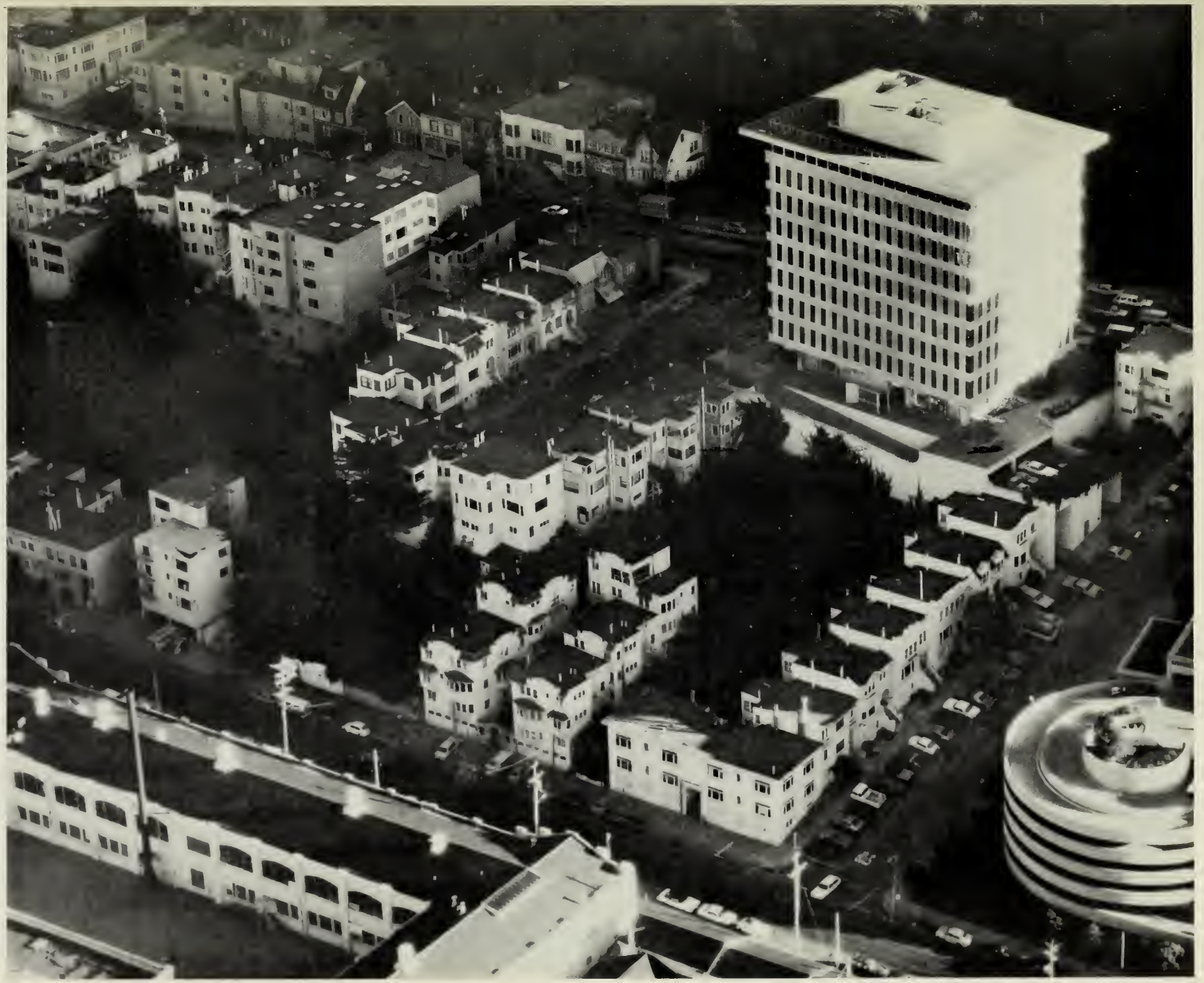


FIGURE 17 AERIAL VIEW OF MEDICAL CENTER AND SITE

FIGURE 18 CARL AND HILLWAY -EXISTING PARKING STRUCTURE, SOUTHWEST

FOOTNOTES - Community Services

/1/ Total individual waterbill records for Calendar 1975, for the project site.

/2/ Source: Captain George Sully, SFPD, letter dated 2 March 1976.

/3/ This procedure may ignore cultural and social variables.

/4/ Source: Chief Robert Rose, San Francisco Fire Department, letter dated 10 March 1976 and UCSF, 1974a.

## J. ARCHAEOLOGY AND HISTORY

The first residences on the project site were built around 1915; those on Hill Point Ave. date from that era. As far as is known, there was no earlier development on the site. None of the existing structures is believed to be of historical significance.

An archaeological literature investigation indicated that there are no previously reported or recorded archaeological sites within or adjacent to the project site, and that the probability of encountering such resources is low. No visible archaeological remains were discovered in the course of an inspection of the remianing open space on site.

## K. ECONOMIC/FISCAL

The total 1978-79 assessed value of the project site is about $172,000. At the $5.06 composite tax rate, total property taxes will be approximately $8,700 in 1978-79.

In 1976, monthly rent at the site was $190 for a one-bedroom apartment. Overnight guest houses rates were $9 for a single, and $12 to $14 for a double room.

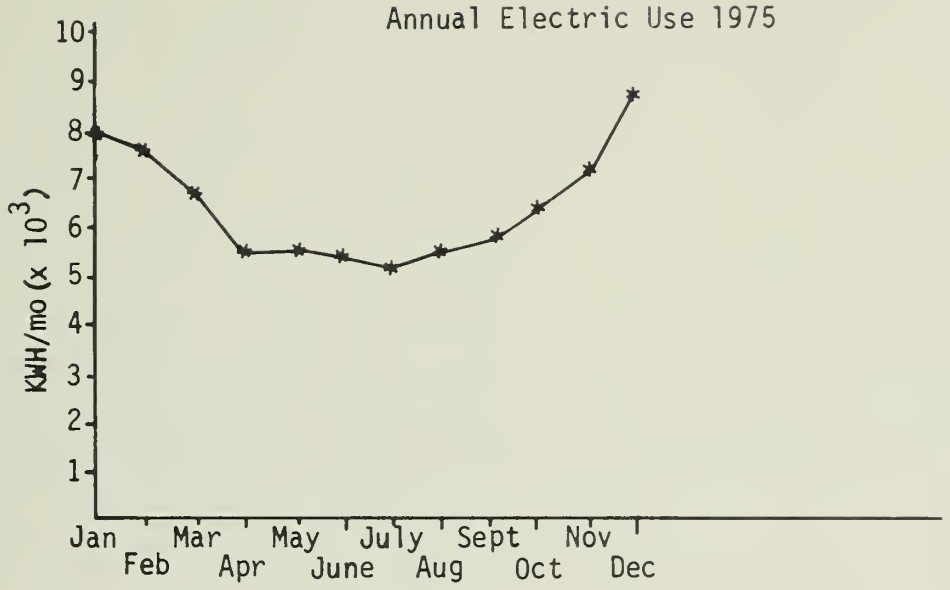
As reported in the 1970 census, the median value of owner-occupied units and the median contract rents in the immediate neighborhood are generally higher than in the City as a whole (UCSF 1975a) which indicates the effect of the U.C. Medical Center upon housing in the area. The vacancy rate is negligible throughout the City.

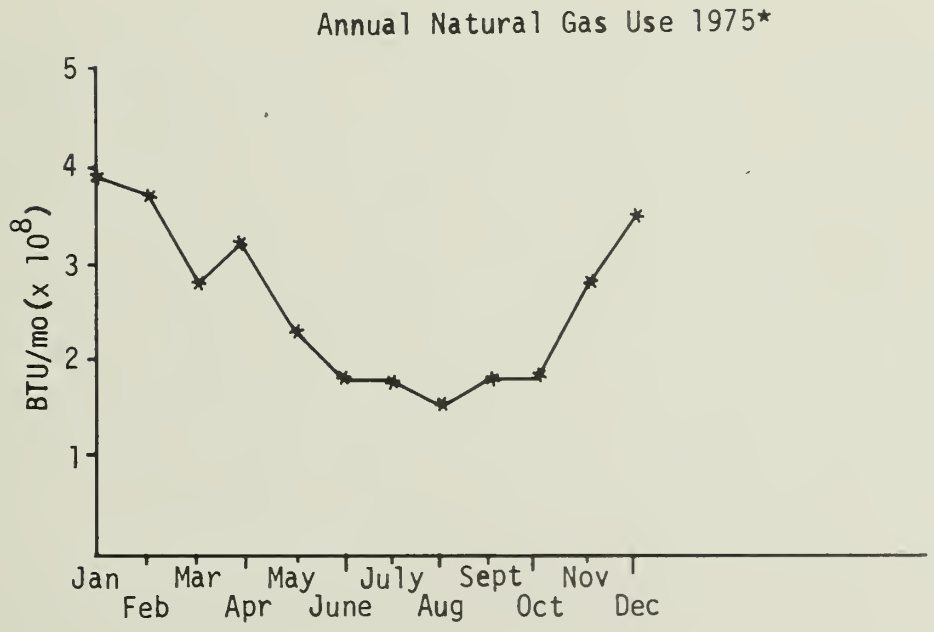
FOOTNOTES - Economic/Fiscal

/1/ The Office of Environmental Review has in its files the valuations for the individual lots. Source: City of San Francisco Assessor's Office.

## L. ENERGY

Consumption of electricity on-site during 1975 was about 76,000 kilowatt hours (KWH). Consumption of gas on site in 1975 was about 3.1 billion British Thermal Units (BTU). Monthly variation in demand for energy reflects seasonal changes (see Figure 19).




*Billed as Therms: 1 Therm = 100,000BTU = 100 cu. ft.

FIGURE 19 EXISTING ENERGY USE CURVES

Source: PG & E monthly statements for all buildings on the site

# IV. ENVIRONMENTAL IMPACTS

## A. LAND USE

The proposed change in use of the site would result in a change from apartment (2 buildings) and guest house (10 buildings) to a hotel (accompanied by ancillary facilities) to serve persons who are visiting the medical facilities on Parnassus Heights. The property is currently bounded on three sides (north, west and south) by structures which are oriented toward public uses, (UCSF Polytechnic high structures). However to the east, on the east side of Hill Point Ave., there are eight residential structures, most of which are occupied by single families. The proposed hotel would attract little vehicular traffic to that street, as vehicular ingress would not be on that side./1/ Several walkways from the south wing of the proposed project to Hill Point Ave. would provide secondary access for pedestrians./2/ Principal pedestrian access would be the ramp connecting with the plaza of the Parnassus Heights Medical Building, toward which the hotel would be oriented.

The number of persons using the site at full occupancy of the hotel would be about 240, per day, including employees, guests and attendants./3/ It is assumed that one-half the occupied guest rooms would have two occupants, and

that each attendant room would have one occupant. Compared with the approximately 70 persons now residing on site--including guest house transients--this represents a 240% increase in density./4/

FOOTNOTES - Land Use

/1/ This represents a decrease in vehicular attraction to the street as three buildings on the site currently have off-street parking spaces accessible from Hill Point Ave.

/2/ An occasional pick-up or drop-off of a hotel guest or employee is therefore a possibility.

/3/ At the expected 73% occupancy this figure would be about 180.

/4/ At the expected 73% occupancy rate, the increase in density over present levels would be about 160%.

## B. TRAFFIC AND PARKING

### CONSTRUCTION TRAFFIC

Demolition would be expected to start with the Carl St. structures. Debris would be removed by trucks entering from Carl St. The demolition operations would then proceed up the hill, along Hillway Ave., to the Hill Point Ave. structures. Debris would be pushed down the hill for removal by trucks entering from Carl St. It is possible that some of the debris from the Hill Point and Hillway Ave. structures would be removed via those streets rather than via Carl. About 4,000 cu. yds. of structural debris would be removed. If standard 8-cubic-yard dump trucks were used, this would require 500 truckloads, or 1,000 trip ends,/1/ in a period of about two weeks, for about 100 truck trip ends each day.

Excavation would be the next stage. About 29,000 cu. yds. of soil and rock would be removed, over a period of about 12 weeks. With standard 8-cubic-yard dump trucks, this would require about 3,600 truck loads, or 7,200 trip ends. Thus, there would be about 120 trip ends each day; all of these trips would involve use of Carl St.

About 6,000 cu. yds. of concrete would be brought into the site for foundations and the building shell. On the assumption that 12-cubic-yard booster/loader concrete-mix trucks would be used, this would mean about 500 truckloads, or 1,000 trip ends. As this process would occur over a period of about eight months, the average would be about six trip ends per day due to concrete trucks./2/

The 120 truck trip ends per day during the 12-week period, excavation would cause the greatest construction impacts. Assuming a 7-hour work day (worst-case analysis for arrival-departure rates), the project would result in about 17 dump-truck trip ends per hour./3/ (If 15-cubic yard truck-and-trailer rigs were used, the rate would be about 9 trip ends per hour.) The projected dump-truck traffic rate is about 4% of the peak-hour auto/trolley traffic on Carl St., and should have an imperceptible impact on traffic flow on that street./4/

## PROJECT TRAFFIC AND PARKING

Traffic generation and parking requirements of hotel employees and visitors are presented in Table 4. The trip-generation estimates take into account the nature of the expected hotel clients, many of whom would not be sightseeing and would be taking meals in the hotel dining room. Since the proposed medical hotel is planned to serve a clientele which would be visiting the medical complex in any case, all project traffic estimates represent a worst-case analysis.

The source of this report's per unit parking demand is a 1972 questionnaire-type study by the City of San Francisco Department of Public Works staff, in which 470 inquiries were made, with a return of slightly over 45%./5/ Hotels outside the downtown area showed a demand of one parking space for each two units and this was the figure applied to single units in the proposed hotel. The attendant suites for the project were assumed to generate 1.5 times the parking demand of a single unit. With 96 single and 23 attendant units, the proposed hotel would have 142 rooms. If each of single unit is assumed to require half parking space, and each attendant unit 3/4 parking space, the demand would be 66 spaces, as in Table 4.

The anticipated traffic and parking impacts are summarized in Table 5, Page 74. For purposes of worst-case analysis of traffic impacts, all of the daily trip ends in Table 4 are assumed to arrive and depart via Carl St. The main entrance and all off-street parking would be accessible only from Carl St.; there could be an occasional drop-off or pick-up of a hotel guest along the Hill Point or Hillway Ave. frontages, where there would be walkway access to the interior of the site. Since Parnassus Ave. carries more than three times the traffic of Carl St., and the bulk of project-generated traffic would arrive/depart via Carl St., an analysis of traffic impacts on the latter street controls the evaluation. On the assumption that 10% of the total daily trip ends occur during the peak P.M. hour,/6/ the project would add about 38 to the traffic volume on Carl St. during that period. The resulting peak-hour total of 460 autos (and 35 trolleys) would not change the free-flow conditions on Carl St. (see, for example, Highway Capacity Manual, 1965, Figures 3.45-3.47).

The parking demand of 66 spaces presented in Table 4 is based on actual hotel experience in San Francisco. The Planning Code requires one parking space for each eight guest rooms (for the 142 rooms, 18 spaces would be needed). The planned provision of 80 spaces more than meets the likely demand and Planning Code requirements.

TABLE 4

TRAFFIC GENERATION AND PARKING REQUIREMENTS OF THE PROJECT

| Unit Type | Number of Units | Daily T.E. Per Unit* | Total Daily T.E. | Parking Demand Per Unit** | Total Parking Space Demand | Code Requirements |
|---|---|---|---|---|---|---|
| Single | 96 | 3 | 288 | 1/2 | 48 | 12 |
| Attendant Suite | 23 | 4 | 92 | 3/4 | 18 | 6 |
| | 119 | | 380 | | 66 | 18 |

*Eno Foundation for Transportation (1972), modified for the proposed type of use by Donald K. Goodrich, Consulting Engineer (C12135). One trip end (T.E.) is a vehicle arrival or departure.
**City of San Francisco ( 31 May 1972 ), *Hotel-Motel Parking Demand*, Division of Traffic Engineering, Bureau of Engineering, Department of Public Works.

TABLE 5

TRAFFIC AND PARKING IMPACT SUMMARY

A. SITE TRAFFIC GENERATION

| Location | Existing | Proposed | Net Change |
|---|---|---|---|
| Total | 174/17* | 380/38* | +206/21* |
| Carl Street | 105/11** | 380/38 | +275/27*** |
| Hill Point Avenue | 48/5 | 0/0+ | - 48/5 |
| Hillway Avenue | 60/6 | 0/0+ | - 60/6 |
| Parnassus Avenue | 55/6 | 0/0 | - 55/6 |

B. PARKING SPACES

| Characteristic | Existing | Proposed | Net Change |
|---|---|---|---|
| Demand (usage) | 35 | 66 | +31 |
| Available Off-Street | 21 | 80 | +59 |
| Available On-Street | 35 | 51 | +16 |
| Excess Off-Street | -14 (Deficit) | 14 | +28 |
| Excess Total | 21 | 65 | +44 |

*Trip ends per day/peak-hour trip ends. Residential uses typically generate about seven percent of the daily trip ends in the peak P.M. (or A.M.) hour, rather than the ten percent used here. The proposed hotel use could generate fewer than seven percent.
**Including those starting on Hillway Avenue.
***This is about a seven percent increase in existing traffic on Carl Street which is (4200/420). The increase would not change the free-flow characteristics on that street.
+Except for occasional pick-up or drop -off of the hotel guest or employee using the walkway access from Hill Point or Hillway Avenues.

The project would generate 16 on-street parking spaces, because of the removal of curb cuts used for the present residential garages on all three frontages; the effect of these additional spaces would be reduced by the 45-ft. curb cut for the proposed parking facility on Carl St.

The proximity of the transit routes along Carl St. and Parnassus Ave. should encourage the use of public transportation, among project users and project employees.

FOOTNOTES - Traffic and Parking

/1/ One trip end is one truck arrival or departure. Each truckload of debris to be removed therefore involves two trip ends. Eight-cubic-yard dump trucks were used for conservative estimation. It is more likely that 12-to-16 yard trucks wold be used for demolition spoils; this would reduce the daily trip ends to about 700-500, respectively.

/2/ Import of other materials of construction would increase this by an unknown amount, but would not be expected to increase the number to more than 20 trip ends per day). This would keep the arrival-departure rate at 15% of that for excavation spoils. It is likely that some of the construction materials would be arriving via Parnassus Ave., at the Hillway Ave. or Hill Point Ave. frontages. This would create some annoyance, particularly for remaining residents on Hill Point Ave. However, in view of the high existing traffic volumes and congestion on Parnassus Ave. and the steep grade on Hillway, the preferred route would be Carl St., so that it is unlikely that the average arrival-departure rate for Hill Point or Hillway would be as much as 10 trip ends per day.

/3/ This figure is used for the analysis (Section IV.F., following) of construction-traffic noise.

/4/ See Highway Capacity Manual (1965), Figures 3.45-3.47. A 4% increase would not be measurable as a change in Level of Service (flow conditions) (Harvey Quan, S.F. Department of Public Works, Traffic Engineering, personal communication, March 10, 1977).

/5/ No parking-generation studies on hotels have been produced in San Francisco since 1972 (Scott Shoaf, San Francisco Division of Traffic Engineering, telephone communication, 23 June 1976).

/6/ Ten percent is an overestimate even for residential uses, where trips to work are a factor; it is more so for the hotel use, in which traffic generation should be more uniform over the daylight hours (Donald K. Goodrich, Consulting Traffic Engineer).

## C. METEOROLOGY AND AIR QUALITY

During periods of construction, increased concentrations of suspended particulates (dusts) would occur downwind of the project site. The main impact would be during demolition (about two weeks) and excavation and grading (about 12 weeks), although dust emission would continue as long as construction operations were taking place on exposed soil. The problem would be greatest during the summer, when winds are highest and soil moisture is low. Persons with respiratory problems coming to the medical complex could be more sensitive to increased particulates than the average population.

Construction traffic would be expected to change curbside carbon monoxide (CO) levels by less than 3%. The existing curbside levels along Carl St. are less than 4% of the standards (not to be exceeded). Therefore, construction traffic would change curbside levels by less than 0.12% of the standards.

The proposed hotel operation would increase the traffic on Carl St. by 270 trip ends per day,/1/ a 6.5% increase. Therefore, project traffic would raise curbside CO levels on Carl St. by about 6.5%. The calculated changes in carbon monoxide parts per million are below the usual detection level of accuracy (0.1 ppm). As existing curbside levels along Carl St. are less than 4% of the standard levels, project traffic would increase curbside levels by about 0.26% of the standard levels.

The major climatic impact of the project would result from the opening up or a corridor between the proposed south wind and the remaining residence at No. 2 Hill Point Ave. (where the residences at No. 1 and No. 7 Hill Point Ave. now stand). The Hill Point Ave. cul-de-sac, now partially protected from the prevailing westerly winds by the wall of attached residences on the west side of the street, would be open to those winds, channeled through the corridor.

For additional information on meteorology and air quality, see Appendix B, page 149.

FOOTNOTES - Meteorology and Air Quality

/1/ It would reduce existing traffic levels on Hillway Ave., Hill Point Ave. (and Parnassus Ave.), as demonstrated in the Traffic and Parking Impacts section preceding.

## D. NOISE

### CONSTRUCTION NOISE

The construction period is estimated by the applicant to be 13 months, of which the first three would be used for site preparation (demolition, excavation and grading). On-site construction activities would lead, at times, to a perceivable increase (2-3 dBA) in the daytime $L_{dn}$ noise levels at distances ranging from 1,600 ft. (line-of sight exposure) to 450 ft. (shielded exposure)./1/

The noisier phases of development (demolition, foundation excavation, building erection, and exterior finishing) could produce intermittent noise levels up to about 85 dBA at distances of 50 ft. from the source. Such levels would interfere with hospital and office activities, and with outdoor and indoor residential uses, at distances ranging from 600 ft. (line-of-sight exposure) to 130 ft. (shielded exposure)./2/ The remaining residences on Hill Point Ave., the residences in the western portions of the sections of Parnassus Ave. and of Carl St. between Willard St. and Hillway Ave., and the residences in the southernmost portions of Arguello Boulevard all lie within this impact zone. Much of the Polytechnic High School site and, possibly portions of the Langley Porter Neuropsychiatric Institute and Moffitt Hospital, lie within this potential impact zone, also. Finally, some interference with activities in the offices on the lower floors of the Parnassus Heights Medical Building, facing north, may be experienced during portions of the construction period./3/

Truck traffic taking away demolition spoils and excavated material, and bringing construction supplies to the site would be the second source of construction noise. Noise impacts of additional traffic are least important on already heavily traveled streets because of the high base noise level. Note that decibels cannot be added because their scale is linear. Therefore, of the major streets in the project, Parnassus Ave. (average daily traffic about 13,000 vehicles plus two bus lines) would be expected to be least affected, if used at all by construction traffic; impacts on Carl St. (average daily traffic about 4,000 vehicles plus one street-car line) would be proportionally the greatest. Construction traffic on Carl St. would, at most, raise the $L_{dn}$/4/ sound levels along that street by 2 to 3 dBA. Peak expected increases in daytime hourly $L_{50}$/5/ could range up to 4 dBA. Such increases would be noticeable. When an individual truck passes a given residence, exterior noise levels would reach 90 dBA or more; this would be a noise level that would disturb most human activities.

Noise level increases experienced along other portions of the hauling route cannot be evaluated, because the route has not yet been selected. If any portion of the route should employ streets carrying fewer than about 6,500 vehicles per day, perceivable increases in traffic noise levels would occur.

OPERATIONAL NOISE

The major source of operational noise from the project would be vehiclular traffic generated by the proposed development (see Traffic Impacts above). Such traffic would raise the noise levels experienced along Carl St., the most strongly affected roadway, less than 0.5 dBA. Such an increase would not be perceivable.

## IMPACT OF AMBIENT NOISE ON THE PROPOSED PROJECT

As noted in the Noise Setting section, the exterior $L_{dn}$ noise level at the location of the portion of the proposed structure closest to Carl St. (20 ft. setback) is currently about 75 dBA. The loudest individual contributors to this noise level are the street cars (N-line) and an occasional truck on Carl St. The former will decrease when the quieter Muni Metro cars come into use in 1979 or 1980.

The land-use compatibility chart for community noise presented in the Transportation Noise section of San Francisco's Environmental Protection Element (San Francisco Department of City Planning, 1974), provides that where there are 75 dBA outdoor levels as at the proposed project setback, "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the (project's) design". The same source notes that masonry construction with double-thickness windows would reduce interior noise levels by 35 dBA. Since these features are proposed for the hotel project, the contribution of ambient noise to interior levels would be expected to be about 40 dBA. This would satisfy any known criteria for urban uses, including those presented in San Francisco's Environmental Protection Element.

FOOTNOTES - Noise

/1/ All construction-noise impacts presented in this section were calculated on the basis of the construction-noise information in Bolt, Beranek and Newman (1971), the traffic-volume/median-noise-level charts in Gordon, et al. (1971), and/or the traffic-noise-estimation procedure of Porter, et al. (1974). Air absorption of sound, and topographic and structural shielding, were taken into account with approximation methods. Reflection and refraction effects were not considered.

/2/ This judgment is based on a set of rough construction-noise acceptability guidelines presented in Bolt, Beranek & Newman (1971).

/3/ This judgment is based on the exterior/interior noise reduction data and maximum-interior-noise-level criteria presented in Paul S. Veneklasen and Associates (1973).

/4/ This does not imply construction traffic at night. It is expected (per the applicant) that the construction day would end at 5:00 p.m.

/5/ $L_{50}$: the sound level exceeded 50% of the time during the specified period of measure.

## E. GEOLOGY, SOILS AND SEISMICITY/1/

Preliminary project plans indicate that topographic modification of the site would be required for project implementation. Approximately 29,000 cu. yds. of material would be removed, temporarily leaving an excavation the approximate depth of which would range from 10 to 60 ft.; this excavation would cover about 80% of the property. The below-grade portions of the proposed structures subsequently would be constructed in this excavation.

Excavation for the sub-surface levels of the proposed structure might induce slope failure unless carefully carried out. Such failures could damage Hillway Ave. or the foundations of the structures bordering the higher portions of the site on the south and east.

Potential differential settlement could produce cracking of sub-basement floors and might affect the response of the building to a future seismic event because the structure might be pre-stressed by such settlement.

If site clearing and excavation work were to be done during the winter months, erosion could occur as well as gullying of bare slopes.

During the life of the planned structures, at least one major earthquake (7+ on the Richter scale /2/) and probably several moderate earthquakes (5 to 7 on this same scale) can be expected to occur within the San Francisco Bay

Region. The intensity of the ground motion produced by such shaking will be less on the project site than in the filled portions of the City but will be greater than that at the areas on Mount Sutro, south of the project where bedrock is at the ground surface.

The specific hazards in the project area associated with seismic events are ground motion and ground failure.

During a major earthquake, structural failure would not be anticipated, because the proposed structures would be required to comply with the Building Code which contains provisions for the structural integrity of buildings during earthquakes. Non-structural damage from earthquakes cannot be prevented and would cause human injury or death.

Ground failure could result in: 1) sliding, which could damage the proposed structures and surrounding properties; and 2) rapid settlement, which would produce damage similar to but more severe than that produced by normal settlement.

FOOTNOTES - Geology, Soils and Seismicity

/1/ A more detailed discussion, including citations and definitions of terms, appears in Appendix C, Page 155.

/2/ The Richter Scale is a logarithmic scale, developed by Charles Richter, to measure earthquake magnitude by the energy released, as opposed to earthquake intensity as determined by effects on people, structures and earth materials.

## F. HYDROLOGY AND WATER QUALITY/1/

Runoff from the proposed project is estimated to be about 11% less than current runoff, due to the decrease in impermeable surface area with the project.

The additional 210 trip ends per day which would be produced by the project (see Traffic Impact section, Page 70) would add unpredictable amounts of contaminants to city streets, further degrading runoff water quality by an unpredictable amount. The project would provide 59 additional covered parking spaces.

The project would have the effect of adding about 9,400 gallons of sewage effluent per day to the load of the sewage-treatment system. During wet weather this would contribute pollutants to the excess runoff waters which do not receive treatment prior to discharge into the ocean.

FOOTNOTES - Hydrology and Water Quality

/1/ See Appendix D, Page 159, for details.

## G. ECOLOGICAL RESOURCES

All the existing plants/1/ with the exception of street trees and, consequently, all current potential wildlife habitat on the site would be destroyed during project construction. The proposed project would include about 13,600 sq. ft. of ground space landscaping. About 6,500 sq. ft. of the approximately 12,700 sq. ft. of roof and deck space would be landscaped (planters), giving a total proposed landscaped area equal to about 20,100 sq. ft. Some of the displaced urban wildlife, such as birds and insects, would be expected to return after shrubs and trees have re-grown. This would be expected to be a slow process, as the landscaped areas would not be interconnected, and the landscaping would take some years to reach maturity and size of existing vegetation.

FOOTNOTES - Ecological Resources

/1/ Except for backyard of No. 1 Hill Point Ave., not planned for construction.

## H. POPULATION AND COMMUNITY CHARACTERISTICS

### HOUSING SUPPLY

As noted earlier, the availability of housing in the immediate neighborhood of the site is low due to the demand generated by the medical complex. The proposed demolition of the residential on-site structures would further reduce the available housing units. There are now 16 apartments and 36 guesthouse bedrooms on the site which would be replaced by the proposed hotel facility.

The tenants now occupying the regular rental units on the site would have to seek other housing is the project were implemented. The 4 university-affiliated tenants probably would try to find comparable housing in the immediate medical-complex environs. The other 23-25 non-transient tenants would probably seek comparable housing, probably within San Francisco and possibly within the same area.

In the context of an otherwise generally stable housing supply, with low vacancy rates, a reduced supply of housing could have several effects on the neighborhood housing market and the future distribution of area population. In economic terms, reduced supply with steady demand could result in higher rents which in turn, could be reflected in higher property values. Even if the demand remained constant, such increases in rent could reduce the supply of moderately-priced units available for those with marginal incomes and could reduce the ability of existing residents with marginal income to remain in the area. Individuals and families with fixed income, such as the elderly, would be especially affected as rents and property values increased. A constricted housing market in the medical-complex area could force students and others

associated with the complex to seek housing in other sections of the city. The relocation of all residents of the 12 buildings could be disruptive to the lives of some tenants./1/ The extent of this impact would be dependent upon the period of time over which the buildings were vacated. The impact would be more severe if all residents were evicted at once, and less so if the buildings were vacated as each renting group chose to move. Under existing law, the tenants displaced by a demolition project of a private undertaking, i.e., not a governmental agency, receive no aid, financial or otherwise, in locating replacement housing.

The clientele of the ten on-site guesthouses could find overnight accomodations in either the new hotel facility or in the other guest houses which operate in the area. According to a listing of these guest houses published by the Housing Office at UCSF, guest houses presently operate at other locations in the area.

The proposed facility could absorb all of the expected demand by patients and visitors, if price were not a consideration./2/ It is possible that the project areas would absorb so much of the area's guest house business that some of the others in the area would cease operating, and revert to single-family dwellings or would serve as regular rental units--possibly with a reduced income to the property owners. The main deterrent to this would be the higher price of the proposed hotel accommodations. An overnight room in the proposed hotel would probably rent for about $30,/2/ compared to the current guest house rates of at the site $9 to $14 per night./3/ As a consequence, a market for the area's lower-priced, guesthouse accommodations would probably remain.

The provisions of a single hotel would gather persons now spread over a larger area in smaller guest house facilities onto a single site, causing a less homogeneous population distribution in the area but also lessening interaction between residents and radical center users.

FOOTNOTES - Population and Community Characteristics

/1/ It should be noted that all regular tenants on-site are on 30-day leases and were apprised of the applicant's plans before renting.

/2/ 1976 dollars. Laventhol and Horwath, 1976.

/3/ 1976 dollars. It should be noted that the (lower) guest-house rates are possible because guests share the bathroom, and are supplied neither linen, laundry service, mail service, telephone service, nor parking spaces.

## I. VISUAL AND AESTHETIC IMPACTS

### SCALE

Various views of the proposed structures are shown in the elevation drawing (Figure 10, Page 27), and in the perspective drawings following (Figures 20 and 21, Pages 87 & 89), all prepared by the project architect. By comparing these figures with the views of the site as it now exists (Figures 15, 16 and 17, Pages 55, 57 and 61, respectively), one can see that the vertical and horizontal scales of the proposed structures would be greater than that of the existing buildings.

With respect to vertical scale, the Carl St. frontage would consist of four living levels over two levels of parking, while the existing Carl St. frontage varies from two living levels to three living levels, both over one parking level. Similarly, the proposed Hillway Ave. frontage would be essentially four living levels over largely undergroud parking, compared with the existing two living levels over one parking level. The vertical scale along Hill Point Ave. would also be greater by about one level than the existing scale.

There would be two breaks in the horizontal line of the proposed structures. The first one would between the south-wing structure and the existing residence at 2 Hill Point Ave., which would remain. The second would be at the landscaped courtyard on the Hillway Ave. frontage. These breaks would not

reduce the mass of the buildings to the scale of the present buildings. The mass of the building would be more in scale with that of the medical complex buildings than that of nearby residences.

The proposed setbacks of 19.5 ft. along Carl St. and of 25 ft. along Hill Point Ave. would visually open up and "widen" both those streets.

## VIEWS

Views downslope from some of the offices in the lower levels of the Parnassus Heights Medical Building could be reduced by the south-wing elevator-stairwell penthouse of the project, which would rise to about 46 ft. above the Hill Point Ave. curbline and by the south-wing roof proper (peak at 38 ft. above Hill Point), which would compare with a height of about 25 ft. for the existing Hill Point residences to be removed. (Note that the penthouse would not be subject to Planning Code height limitations.) Between the proposed south wing and the remaining residence at No. 2 Hill Point Ave. the project would create a view corridor to the northwest where the residences at No. 1 and No. 7 Hill Point Ave. now stand, which might benefit the homes on the east side of Hill Point Ave. and pedestrians on that street.

## LANDSCAPING

The project would include landscaping as shown in Figure 5, Page 17. The most-visible areas would be the south-wing roof, visible from the medical building; the Carl St. setback; the landscaped slope of Lot 45 (Figure 4, page 13); and the project's inner courtyard.

Note - From elevation of about 100 feet above grade, northwest of Carl/Hillway Intersection

FIGURE 20 AERIAL PERSPECTIVE

FIGURE 21 PERSPECTIVE FROM CARL STREET

## SHADOW IMPACTS

Shadow drawings, based on measurements with the project model by the project architect and drawn by him, are presented in Appendix F. The summer drawings, and the winter (noon) drawings, show essentially no project shadows beyond the adjacent streets and sidewalks.

The 8 a.m. and 4 p.m. winter-season drawings show the expected long shadows, drawn as if the shadow field were flat, that is, as if there were no buildings north of Carl St.

The drawings show that existing structures between Parnassus Ave. and Carl St. are the dominant causes of the shadow field. For example, at 8 a.m., less than 5% of the shadow from the proposed south wing would extend beyond existing shadows. The dominant effects are due to the Parnassus Heights Medical Builidng and the U.C. Clinics Building and Parking Structure. The single-family residences at the cul-de-sac end of Hill Point Ave. cast shadows almost as long as those of the proposed stairwell penthouse. Similarly, at 4 p.m. the existing shadows from the Parnassus Heights Medical Building and the U.C. Clinics Building extend beyond the projected shadow from the proposed structures, except for a strip, about 20 ft. wide, between the two existing shadows.

## J. COMMUNITY SERVICES

Average daily uses and annual projected uses of community services by the proposed project (and average daily uses) are estimated, here, on the basis of the average projected overnight population. At the expeced 73% occupancy rate, assuming that the average occupied guest room would be used by 1.5 guests and the average occupied attendant room by one attendant, the overnight population would be about 150.

## WATER AND SEWAGE

Water demand with the project is estimated at about 3.9 million gallons per year, assuming that each person would use about 63 gallons per day for domestic purposes/1/ and that about 2,500 gallons of water per day (during the 6 summer months only) would be used for the irrigation of the roughly 0.5 acre of landscaping. This would mean an increase with the project of about 140% over existing demand.

About 9,400 gallons per day (0.0094 million gallons per day) of sewage would be produced by the proposed project. Assuming none of the landscaping irrigation water were to run off, this figure would represent total dry-weather flow reaching the Richmond-Sunset Treatment Plant from the project site. The total dry-weather contribution of the project site to the load of the Richmond-Sunset treatment plant would be about 0.05%. The on-site dry-weather sewage production of the project would represent an increase of about 114% over present site sewage production. In wet weather, storm runoff from the site would be reduced from present levels because of the increased landscaped area which would be more absorptive.

## SOLID WASTE

About 4,000 cu. yds. of demolition spoils would be removed during project construction. Although plans have not yet been made, it is likely that this would be transported to disposal sites in Colma.

The projected operational solid-waste production of the proposed project would be about 360 pounds per day, an increase of about 190 pounds per day. This would be an 112% increase in solid waste generation from the site. The projected load would amount to about 0.009% of the 2,000 tons per day that is normally taken to the Mountain View disposal site from San Francisco. San Francisco has a contract with the City of Mountain View for use of that site until November, 1983.

POLICE/2/

The project would provide an excess of 44 parking spaces (on-street plus off-street) over the increased parking demand which would be created by the project. This might reduce illegal parking generated by the site, thus reducing police requirements for ticketing.

The rise in overnight population on-site, from 70 to 150 with the proposed project, could increase the incidence of police reports from about three to six per year, all social and cultural factors being equal. This could raise police-related costs of the site to about $3,800, roughly a doubling./3/

FIRE

The project would result in the removal of a number of older frame structures, built with abutting walls, and the construction of a (sprinklered) concrete and steel structure. The potential for a structural fire would thus be reduced.

According to the San Francisco Fire Department, "The water supply for firefighting in the area is adequate." . . . "I (Chief Rose) do not anticipate any adverse effect on the Fire Department from a firefighting standpoint."/4/

FOOTNOTES - Community Services

/1/ This corresponds with the per capita rate for the site during 1975.

/2/ Estimates by the San Francisco Police Department (SFPD) were made on the basis of a larger project than is now proposed, at which time there were expected to be about 156 overnight guests, on the average, compared to the figure of 150 currently being estimated. SFPD estimates of impacts are therefore adjusted downward, where possible. Since SFPD drew no conclusions about impacts keyed to parking spaces and traffic generation, no adjustments are necessary in those areas.

/3/ The applicant plans to use private security guards, as he does for the adjacent Parnassus Heights Medical Building. As a result, the above costs may be less than estimated, and security in the neighborhood may be improved.

/4/ Letter dated 10 March 1976 from Chief Robert E. Rose.

## K. ARCHAEOLOGY AND HISTORY

There are no known archaeological or historic resources on or adjacent to the site. As the site has been developed for some time, redevelopment would have no indirect impacts of the kind which sometimes occur when development in open areas threatens nearby archaeological sites because of the new concentrations of people in the area.

## L. ECONOMIC/FISCAL IMPACTS

The applicant retained a certified public accounting firm, specializing in hotel operations and forecasting, to study the market for the proposed project. The methods and conclusions of the resulting report/1/ are summarized below.

The analysts identified categories market segments among the total annual visitors to the UCSF the medical school campus and the Parnassus Heights Medical Building which could be expected to require lodging accommodations each year.

These segments were identified as follows:

Health care users and related visitors market:
- hospital inpatients,
- clinic outpatients,
- other health care users (private patients of U.C. staff physicians), and,
- family and friends.

Continuing education market (physicians taking short-courses)

Other market segments including
- researchers,
- product representatives,
- visiting professors,
- visitors of students,
- visitors to local residents, and
- health and government officials.

The analysts then examined the categories to determine size and projected annual lodging-room-nights for each. They then estimated the percentage of each segment's likely demand for higher-priced accommodations such as those to be provided by the proposed project. The analysis included characteristics of each market segment, including origin of each potential visitor, ability and willingness to pay for first-class accommodations.

This market analysis concluded that an estimated demand for about 94,400 higher-priced room nights is generated by the medical complex, of which the proposed project could be expected to provide for about 37,800 room-nights, with an annual occupancy level of 73%. Many of the visitors now stay at other hotels and motels in, or near, San Francisco.

It should be noted that the above analysis was somewhat conservative, in marketing terms, since it ignored the demand which would be created by the proposed expansion of the University's Moffitt Hospital and the School of Dentistry, reimbursement for lodging by third parties (for examples, health insurance plans), and any demand created by other hospitals in the City.

The final step in the analysis was calculation of the so-called break-even room rate./2/ This rate was found to be $29.75 (1976 dollars), for each of the 142 rooms. The analysis indicated that if third party payors were to cover such lodging costs, the break-even rate might drop to $25.00-$26.00.

If occupancy were to stabilize at the expected 73%, the room rate would have to be set higher than the break-even figure, in order to provide a reasonable return on investment. If occupancy rates turned out to be higher than expected, a lower rate might result./3/

The market study included a questionnaire which was sent to an unspecified number of medical centers throughout the United States, regarding their experience with medical lodging facilities. Of 82 respondants, about 20% had built or were constructing hotel-type facilities to service the medical-complex markets; about 46% did not have these but would like to have such lodging facilities; about 20% neither had such facilities, nor indicated whether they would want them; and about 15% had no such facilities and no plans or need for them. If the proposed hotel were built and operated as expected, the economic impacts would be as follows. Construction jobs would be created during the period of site preparation and actual construction. About 35 permanent on-site jobs would be created by the hotel operation.

Tax revenues would come from the property tax on the land and the improvements, and from the sales tax (hotel transient tax) on gross room rentals. Current land value is about $500,000 to $700,000. If the market value of the improvements, for assessment purposes, were treated as the construction cost, now estimated at $8,125,000, then the total market value would be from $8.6 to $8.9 million. The assessed value (25%) would be $2.1 to $2.3 million. At the 1978-79 composite tax rate of $5.06 per $100 of assessed value, property taxes would be about $111,000 annually. For estimated annual room rentals of $7,400,000 (73% occupancy, $37.00 break-even room rate), the 8% hotel tax would provide revenues of about $112,000 to the City and County. Thus the tax revenue to the City and County from these two major sources could be as high as about $223,000. This does not include potential city revenues

from the payroll/business tax, the utility tax of 5% on gas, telephone and water bills, and sales taxes on hotel revenues above and beyond room rentals (i.e. from hotel shops). If all such additional hotel revenues were taxable, they could add up to another $40,000 to the total tax revenue to the City and County.

The applicant has estimated his property tax burden to the City and County as $180,000;/4/ this figure was used in the break-even analysis of the market study (Laventhol and Horwath, 1976). The assumption was made in that analysis that the true market value of the proposed improvements would be something less than the actual development cost.

The establishment of a single facility which can provide 40% of the demand for overnight accommodations could result in putting other, smaller, local guest houses out of business.

FOOTNOTES - Economic/Fiscal

/1/ A copy of the Laventhol and Horwath report is available for public review at the Office of Environmental Review, Department of City Planning, 45 Hyde St., San Francisco.

/2/ This involved the estimation of total operating costs (including costs), the normal operating expenses, debt service, property and other taxes, and insurance the subtraction therefrom of the operating revenues from sources other than room rentals (i.e., hotel shops and food service) to give the portion of operating expenses that would have to be balanced by room rentals, and the calculation, at 73% occupancy, of the nightly room rate which would be required simply to cover net operating expenses.

/3/ Or a lower room rate might produce a higher occupancy rate.

/4/ As opposed to the $219,500 property tax estimated in this EIR.

/5/ The expected hotel transient tax of about $67,500 would be paid by hotel guests.

## M. ENERGY/1/

### GENERAL

The applicant's architect and engineer plan to design a heat recovery system using a water-to-air heat pump system. Excess heat from lights, people, and solar heat gain would be collected by a water circulation system and stored in a large-volume water tank for use during cooler periods of the day. Similarly, heat would be recovered from the exhaust air from toilet, kitchen, and garage areas. Exhaust air from the garage area would be blown through an evaporative cooling tower, eliminating the need for a separate fan and motor in the cooling tower. This heat pump system would take advantage of the daily temperature changes of San Francisco's climate. A rough estimate of 66% efficiency for these methods seems reasonable to the engineer. The basic design assumption is that the structure would meet applicable State Energy Commission standards for residential buildings.

### ELECTRICAL

The connected kilowatt load would be 697 KW. This includes power for indoor and outdoor lighting, and for electric motors which operate kitchen equipment, elevators, fans, pumps, the heat pump unit, air control for the dining-room/kitchen, and the laundry.

Monthly total electrical consumption (in kilowatt hours) would be as follows:

Average KWH/month = 131,000.
Average KWH/sq. ft./month = 1.74, for interior floor space.
The predicted monthly variation is shown on Figure 22, Page 99.

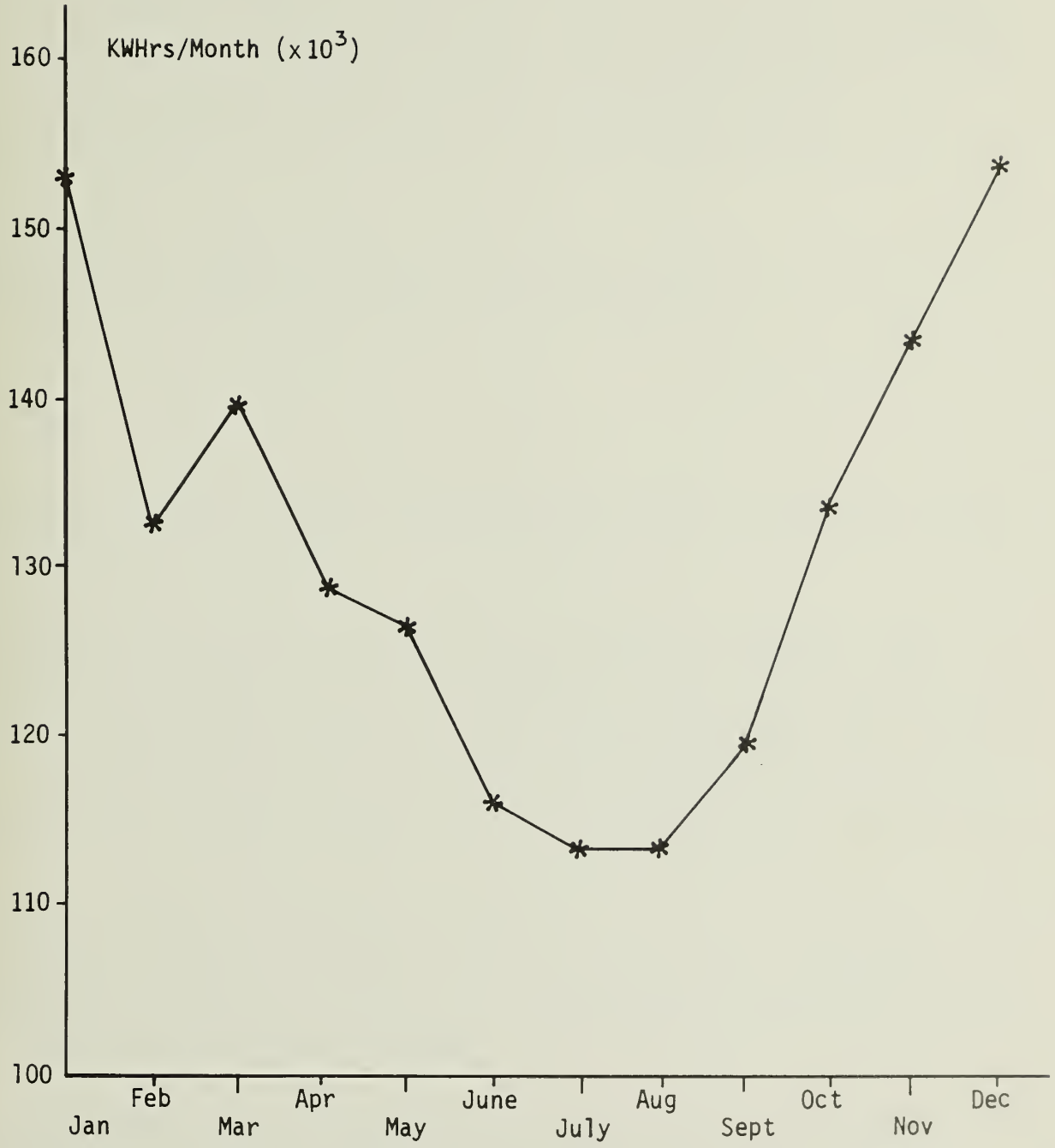



FIGURE 22 ESTIMATED MONTHLY CONSUMPTION ELECTRICITY

IV. ENVIRONMENTAL IMPACTS

Anticipated daily electrical load distribution per hour, (with seasonal variation) is shown on Figure 23, Page 103. Peak electric demand in the PG&E system occurs in the afternoons and evenings during July and August. The peak electric demand for the project would occur in the morning (about 8 a.m.), with a secondary peak in the afternoon and evening, during December and January.

Expected annual use would be about 1.57 million KWH. This represents an increase of about 1,970% over current on-site consumption.

FOSSIL FUEL

The estimated average natural gas consumption per sq. ft. of proposed interior floor space would be 40.1 BTU.

The expected peak natural gas consumption would be 204,000 BTU/hour; which would be expected to occur at 7 p.m., in January./2/ This would coincide with the peak natural gas demand in the PG&E system, increasing peak demand on the system. An offset of the project peak from the PG&E peak would reduce project impact. Anticipated daily and annual load distribution curves for natural gas consumption are presented in Figures 24 and 25, Pages 105 and 107.

Expected total, annual use of natural gas would be about 1.11 billion BTU. This represents a reduction of about 64% from current on-site consumption, and it illustrates the fossil fuel conservation implications of insulation and the proposed heat pump water reservoir system.

The project proposes the use of aluminum for window frames. This material require more energy to fabricate than does wood or other metals.

FOOTNOTES

/1/ Energy estimates were prepared by Dan Vandament Consulting Engineers, 527 Fairview Ave., Mill Valley, California. This report is available for public review at the Office of Environmental Review, Department of City Planning, 45 Hyde St., San Francisco. All assumptions are stated therein.

/2/ Strictly speaking, this is the net energy transfer peak for heating/cooling. Because of the proposed water reservoir system, peaks and valleys in make-up natural gas are smoothed out, so that the peak consumption would fall somewhere between this value and the annual average of 127,000 BTU/hour.

## N. COMMUNITY ATTITUDES

There has been controversy, in the past, among those who live and work in the project area about the physical expansion of the UCSF medical complex and its effects upon the area. It has been asserted that expansion which involved acquisition of residential property resulted in the physical deterioration of the acquired property and discouraged neighboring property owners from maintaining their property. It was also asserted that the demand for housing, associated with an enlarged UCSF, contributed to speculation in real estate and the division of single-family into multiple-family units. In 1976, the UC Board of Regents approved a policy decision to sell some of its residential property then being used for offices and laboratories, and to refrain from buying, condemning, leasing or accepting as a gift, any residential property in an area bounded by Golden Gate Park, Oak St., Clayton St., Clarendon Ave. and Ninth Ave.

In 1965, the applicant constructed another building (the medical office building at 350 Parnassus) within the same block as the present project. This earlier project involved demolition of eight residential structures owned by the applicant.

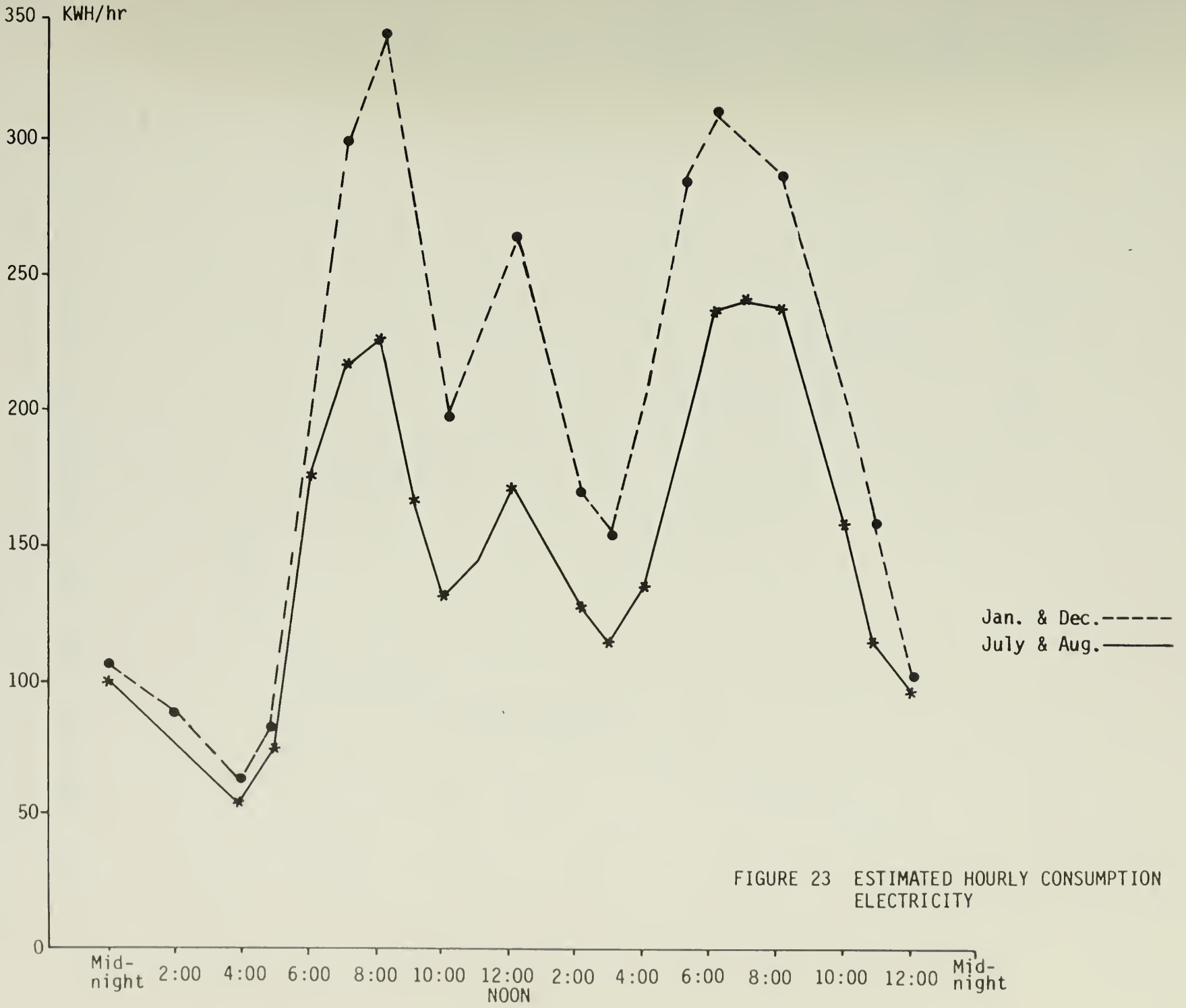



FIGURE 23 ESTIMATED HOURLY CONSUMPTION ELECTRICITY

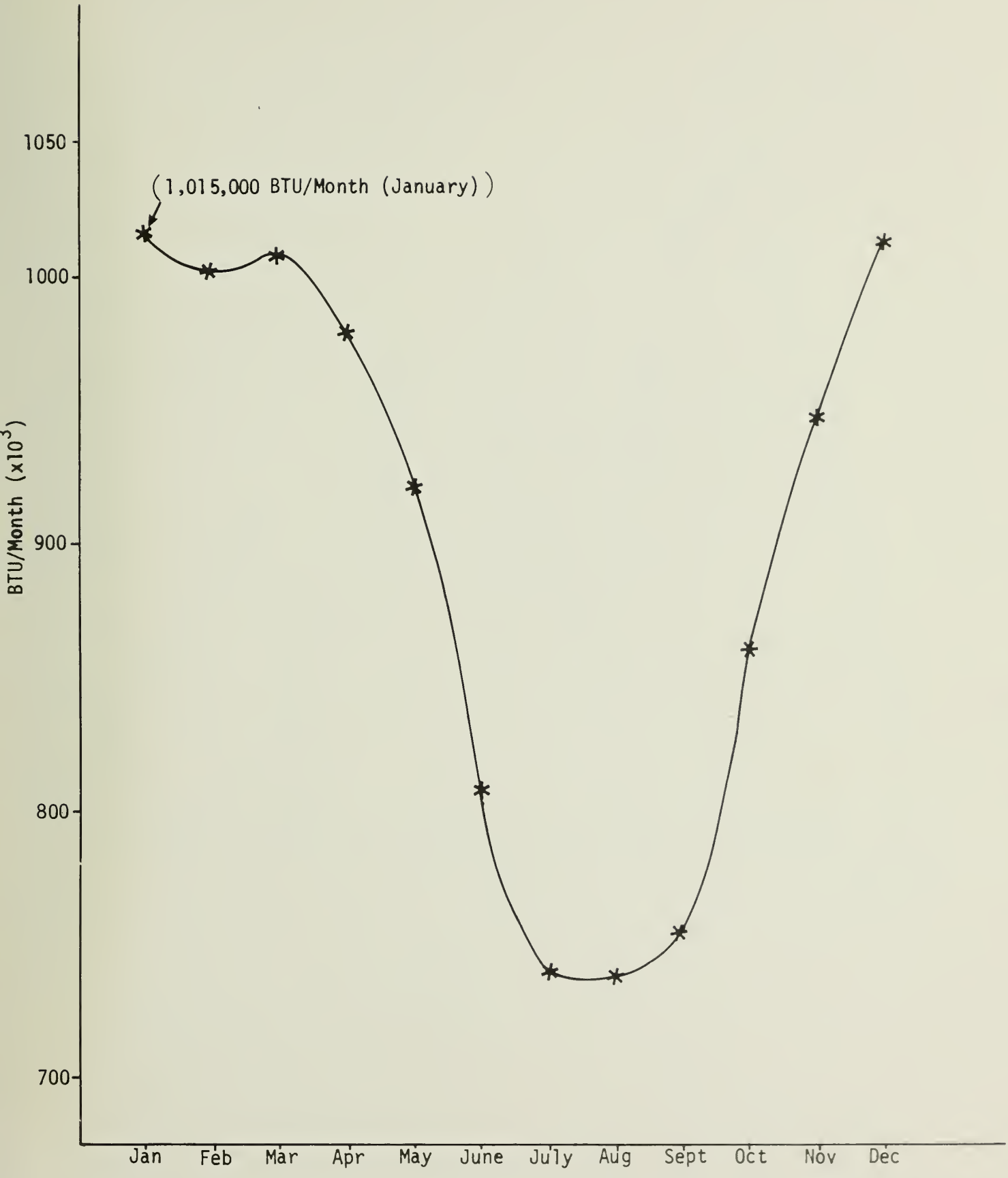



FIGURE 24 MONTHLY NATURAL GAS CONSUMPTION

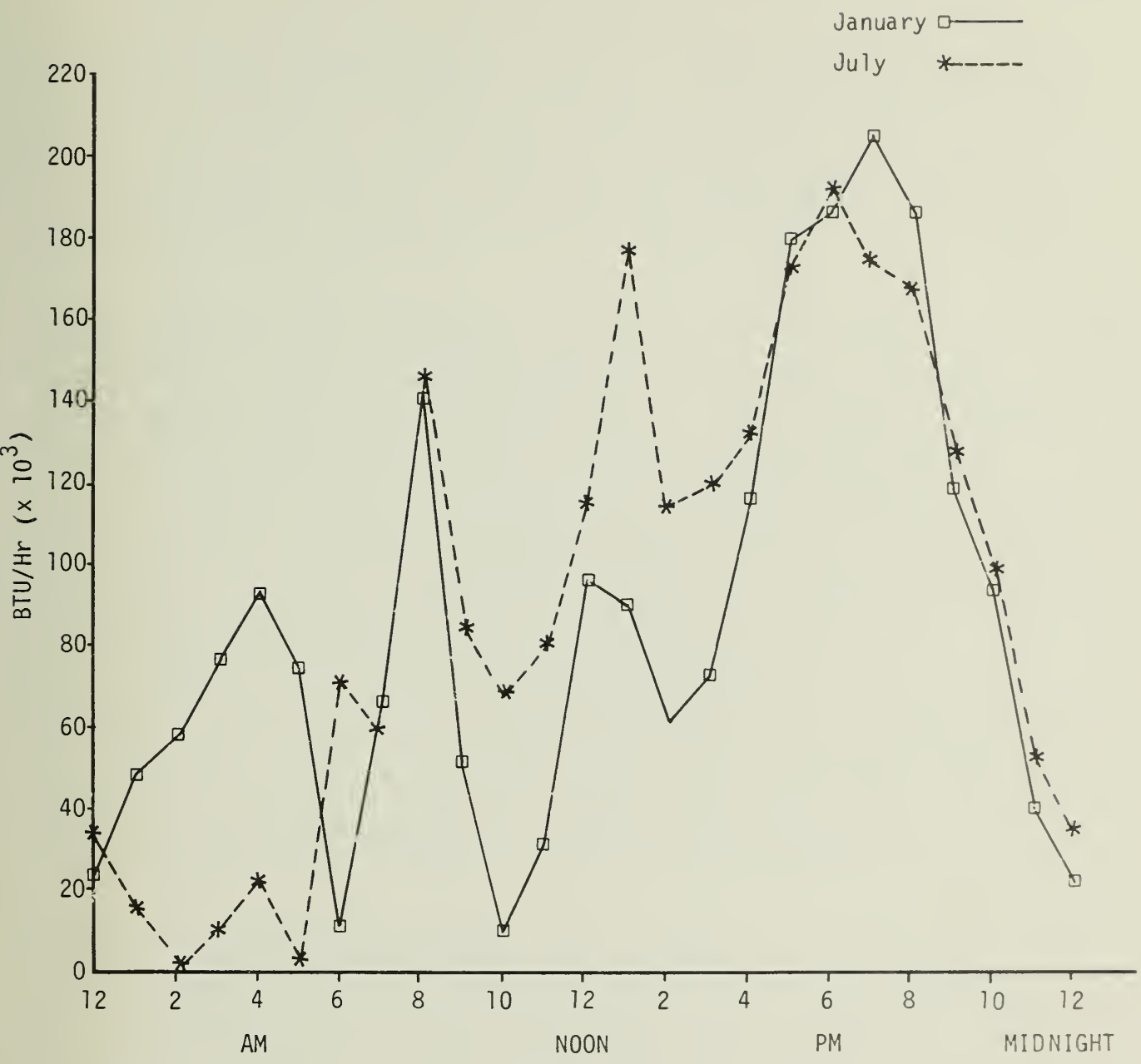



FIGURE 25 ESTIMATED HOURLY NATURAL GAS CONSUMPTION
HEATING/COOLING/HOT WATER

On 9 January 1976, the UCSF Chancellor's Office issued a news release/1/, expressing concern that the public not confuse the proposed project with any plans of the University and emphasizing that this was not a UCSF project. The release indicated the hope that the type of services proposed as part of the project would someday be available near the University in a commercial, rather than a residential, area.

Neighborhood Groups and Individuals. On 10 and 12 February 1976, the applicant met with various community groups and individuals in order to explain the project and respond to questions./2/ Representatives of the EIR consultant were present to observe the proceedings and identify community concerns. Community groups represented at the meetings included the Campus Planning Committee, the Inner Sunset Action Committee, and the Haight-Ashbury Neighborhood Council. The questions which were asked indicated concern that 1) the project might not be needed, and the medically oriented demand for the project might be so small that the project might have to rely upon other markets; 2) alternate locations for the project might not have been adequately explored; 3) the proposed use was commercial in nature and thus inappropriate for a residential area; 4) the project might have adverse effects on local traffic; 5) the proposed structures might adversely affect views in the area; and that 6) permanent residential uses would be lost because of the project.

Visitors to the UCSF Medical Complex. The applicant has compiled letters from patients, doctors, unions and contractor groups, and a petition including about 2,000 signatures from individuals living both in and outside of San Francisco ./3/ Some of the letters detail individual difficulties experienced in finding suitable overnight lodging close to the UCSF medical complex. The petition and all of these letters support the applicant's objective of providing medically oriented hotel facilities in close proximity to the medical complex.

Disclaimer. The above information is presented to acquaint the reader with the variety and nature of opinions which have been expressed by groups and individuals, about the project. This EIR does not advocate any of the opinions summarized above.

FOOTNOTES - Community Attitudes

/1/ This document is available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

/2/ The minutes of meetings which are the basis for this section are available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

/3/ These documents are available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

## V. MITIGATION MEASURES/1/

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### A. LAND USE

- The project would limit vehicular access to one entrance on Carl St. and would connect to the medical complex by pedestrian access only.

- The project would expand the landscaped areas on-site, creating more visual open space than now exists.

- The project would comply with code restrictions for hotels in residential districts which prohibit direct exterior access to, or exterior identification of, shops and services available within.

### B. TRAFFIC AND PARKING

- The project would provide vehicular access to the proposed parking and delivery area from Carl St. only, to minimize traffic on the side streets (Hill Point and Hillway Aves.) and on heavily-travelled Parnassus Avenue.

- The project would provide bicycle parking spaces, which might encourage employee use of bicycles, motor bikes, and motorcycles.

- The project site is close to transit lines, and the applicant would recruit employees aggressively among San Francisco residents to reduce potential auto traffic.

- The project would remove curb cuts along three streets, providing a net increase of 16, on-street parking spaces.

## C. METEOROLOGY AND AIR QUALITY

- During project construction, the applicant would require his contractor to wet down the soil, as needed, before and during excavation and grading operations to reduce dust.

## D. NOISE

- The applicant would limit on-site construction activities to the hours of 7:30 a.m. - 5:00 p.m.

- The project design would restrict vehicular access to Carl Street, to minimize potential noise effects on other streets.

- The project would utilize concrete exterior walls and "Thermopane" double thickness windows, to shield guests from external noise.

- The applicant would select construction techniques, staging plans, and equipment designed to produce a minimum amount of noise. Measures would include: 1) drilling holes for excavation instead of driving piles; 2) use of mat foundations, instead of pile foundations; 3) no use of riveting in project construction; 4) barricading of the wall along Hill Point during construction; 5) restriction of 95% of truck traffic to Carl Street; and 6) utilization of precast concrete construction for the portion of building above ground level.

- The applicant would require proper maintenance of equipment and associated mufflers.

- The applicant would require that noisy, stationary construction equipment, such as compressors, be kept away from the eastern and northern boundaries of the site, and/or would provide shielding for such equipment.

- The applicant would require strict adherence to the requirements of the City Noise Control Ordinance (No. 274-72).

## E. GEOLOGY, SOILS AND SEISMICITY

- The applicant would hire foundation engineers to perform an on-site geotechnical investigation which would discuss and, where appropriate, specify mitigation measures for potential hazards, such as settlement and excavation-induced sliding. Any measures so specified would be included in the design of the proposed structure.

- The applicant would hire a structural engineer to evaluate and specify appropriate mitigation measures for the non-structural earthquake hazards related to the proposed development.

## F. HYDROLOGY AND WATER QUALITY

- The project would slope all ground-level, landscaped areas to catch basins or area drains; these would be connected to the sewer system underground, preventing flow across the public right-of-way.

- The project would use low-flow toilets and shower heads to reduce water consumption and sewage volume.

V. MITIGATION MEASURES

- The applicant would require maintenance of plaza and courtyard areas, to reduce accumulation of litter and debris which could be carried into street sewers.

- The City is implementing a Wastewater Management Master Plan which would reduce the frequency of wet-weather discharge of untreated stormwater/sewage into the ocean, and which would provide secondary-level treatment for dry-weather sewage flows.

G. ECOLOGICAL RESOURCES

- Native vegetation would be used, as much as possible, in landscaping to increase the site's habitat value for native birds, and to decrease the use of water for irrigation. Landscaping plans would be reviewed and approved by the Department of City Planning.

H. POPULATION AND COMMUNITY CHARACTERISTICS

- The applicant would provide moving expenses, up to $200.00, for tenants that have resided in his buildings for more than one year.

I. VISUAL AND AESTHETIC

- The project would open a view corridor to the northwest from Hill Point Avenue.

- The proposed setbacks along Carl St. and Hill Point Avenue would visually open up and "widen" both streets.

- The proposed landscaping, including rooftop landscaping, would be visible from off-site.

V. MITIGATION MEASURES

## J. COMMUNITY SERVICES

### Fire

- The project would replace the present abutting frame structures on-site with a concrete and steel building, reducing the potential for structural fires.

## K. ARCHAEOLOGY AND HISTORY

- The applicant would require the grading contractor to halt work if archaeological resources were encountered during excavation, and an archaeologist would be retained to ascertain the significance of the find and to recommend the appropriate measures.

## L. ENERGY

- The project would conform to the requirements of the State Energy Commission (Energy Resources Conservation and Development Commission) for new residential buildings, which specify insulation standards for floors, walls and ceilings and limit the infiltration of outside air. These measures are designed to reduce energy requirements for heating and cooling.

- The project would have a heating/cooling system with an overall efficiency of about 66%, due to inclusion of waste-heat recovery and storage systems in the design.

- The project would have reduced peak requirements for natural gas due to the inclusion of a large-volume water tank for waste-heat storage.

V. MITIGATION MEASURES

- The applicant could further reduce the project fossil fuel consumption by incorporation of a solar collection system into the design of the heating-cooling and domestic hot water systems and/or to provide the heat needed for the swimming pool. Solar equipment is not included in project design and project sponsor is not willing to do so.

FOOTNOTE - Mitigation Measures

/1/ Not all the impact categories require mitigation. For example, there is no mitigation section for "Economic/Fiscal Impacts".

# VI. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

## A. LAND USE

The proposed project would introduce a massive hotel to a block which now contains smaller-scale buildings and some private residential uses. On a larger scale, the project would extend the existing UCSF medical-complex about 200 feet into a residential neighborhood.

## B. TRAFFIC AND CONSTRUCTION

While construction traffic would not qualitatively change traffic flows in the area, the extra truck traffic would be noticeable.

## C. METEOROLOGY AND AIR QUALITY

The Hill Point Avenue cul-de-sac, now partially protected from prevailing westerly winds by the wall formed by attached residences on the west side of the street, would be opened to those winds, which would be channeled through the corridor created by the proposed construction.

## VI. ADVERSE ENVIRONMENTAL EFFECTS

During project construction, increased concentrations of suspended particulates (dust) would occur downwind of the site. This would be particularly noticeable during demolition (about two weeks).

### D. NOISE

Construction-generated noise would increase ambient daytime levels for nearby residences and medical facilities, for much of the construction period.

### E. GEOLOGY, SOILS AND SEISMICITY

While most potential structural failures during earthquakes can be design averted, a certain amount of non-structural damage, with possible injury to building occupants, would be inevitable in a major quake.

### F. HYDROLOGY AND WATER QUALITY

The project would add some sewage effluent to the load of the Richmond-Sunset Water Pollution Control Plant. The traffic generated by the project would add to the street load of grease, oil and other debris, contributing to the sewage-treatment load in wet weather, and adding to the pollutants discharged untreated to the ocean during storms.

### G. ECOLOGICAL RESOURCES

Most of the existing vegetation on-site would be destroyed during construction. Regrowth and the return of the displaced limited urban wildlife would be a slow process.

## VI. ADVERSE ENVIRONMENTAL EFFECTS

### H. POPULATION AND COMMUNITY CHARACTERISTICS

Demolition of the residential units currently on-site would reduce the supply of housing for the neighborhood, forcing residents who are students or employees of the medical complex to compete for the remaining housing in the area or to move away. This reduction in housing could also result in a possible increase in rents in the remaining housing. Reduction of the present guesthouse supply and its replacement by more expensive accommodations would reduce the availability of lower-priced overnight accommodations in the area.

### I. VISUAL AND AESTHETIC

The proposed project would increase the building mass on the site. The primary adverse visual impact would be the increase in vertical scale at the northern portion of the block.

### J. COMMUNITY SERVICES

Demands for community services for the project site would more than double with project implementation.

### K. ECONOMIC IMPACTS

Increased room rates would have the greatest effect on the lowest income users of this type of facility. Provisions for 40% of demand in a single facility could decrease patronage of other, smaller facilities, some of which might no longer be economically viable.

## VI. ADVERSE ENVIRONMENTAL EFFECTS

### L. ENERGY

Consumption of electricity on-site would increase by about 1,970 percent, to about 1.57 million kilowatt hours per year. (Consumption of natural gas would drop by about 64%, to about 1.11 billion British Thermal Units (11,000 therms) per year.)

# VII. ALTERNATIVES

## A. NO-PROJECT ALTERNATIVE

If the proposed hotel were not built, and current residences and guesthouses were to remain on the site, none of the impacts associated with the proposed demolition of housing or an approximate doubling of the overnight population of the site would occur. The demand for public utilities and community services would be unchanged and the traffic and parking conditions would remain as they are. The applicant's profit on investment would continue at present levels, and he would lose the opportunity to realize the potential profits of the larger proposed operation, as well as his total planning and design expenses to date. With this alternative, the project objectives to provide medically oriented hotel facilities close to the U.C. Medical Center, would not be achieved. Future options for the site would be preserved.

## B. DEVELOPMENT OF THE PROJECT ON ANOTHER SITE

If the project were to be constructed at another location, it would have to conform with the then current general plan and zoning restrictions at that location. All undeveloped land near the U.C. Medical Center has been committed for open space use, (including the San Francisco Water Department

land between Seventh and Locksley Avenues). Therefore, an alternative site would have a pre-existing use of some kind which would be eliminated or displaced. The demand for public utilities and community services would be about the same regardless of the location.

Siting of the poject in a commercially zoned district would eliminate most of the noise, traffic, parking, visual and land-use impacts on residential uses. Such a location would eliminate expansion of the UCSF medical complex and would be less likely to result in replacement of residential scale buildings. It would be more likely to be in scale with other commercial buildings. Zoning conformity would be more probable. The greater the distance between the alternate site and the Medical Center, the less likely that pedestrian/ wheelchair access between the two would be possible and the less likely that the facility would reduce traffic problems on Parnassus Ave. near the Medical Center (unless a shuttle service were established).

## C. OTHER USES ON-SITE

Residential uses are permitted by the site's proposed RH-2 zoning which is meant primarily for two-family dwelling units. This would mean that the site could be developed with 13 such structures, housing 26 families. This would result in a resident population about the same in size as the present overnight population at this site. Tenants would be more likely to be permanent area residents, not necessarily connected with UCSF. The RH-2 zoning also permits guesthouses or hotels with no more than 5 rooms as a Conditional Use. The site could accommodate a maximum of 65 rooms under such Conditional Use Permits. Assuming a 75% occupancy rate, the resulting population of about 50 would be less than the present overnight population of about 70 persons. Patrons would be transient residents and would probably be associated with UCSF.

As RH-2 zoning would permit only about a 25% increase in rooms, in separate structures, it is less likely that the entire site would be developed at the same time. Lot by lot decisions as to viability of current structures would result in spreading out any new construction over a period of years. This would result in smaller construction impacts at any given time and would allow any changes in area characteristics to occur more gradually. Code limitation of the number of rooms per building would tend to maintain the existing scale of development and would not permit a building with the bulk of the proposed project.

If the site were to be developed to the original R-3 zoning permitted density of 1 dwelling per 800 sq. ft., 47 units could be built on the 37,000 sq. ft. site. At the 1970 census rate of approximately 2 persons per apartment in census tract 301, which includes the project site, about 100 residents would be expected. Impacts would be proportional to the number of residents.

# VIII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project would replace a current use on a fully developed site with another use at a higher density. The project sponsor regards the proposed change in use as a response to what he perceives to be present demand which justifies a change in use at this time. Alternately, it may be considered appropriate to delay such a change in the use of the site until after the City has taken final action on the residential rezoning which affects the proposed project site.

## IX. IRREVERSIBLE CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

If the project were implemented, reversion to present site use would be unlikely, as use of the site would be more intensive than it is now. The project would further extend medical center uses into the residential area north of the UCSF campus.

Non-renewable energy and material resources would be expended during construction and during the subsequent use of the site. If the proposed hotel were built at some other site, similar resources expenditure would occur there.

# X. GROWTH-INDUCING IMPACTS

The proposed project would largely serve persons going to the UCSF medical complex. Unless the project influences decisions to come to this medical center, which is unlikely in most cases in view of the availability of guest house facilities, no new persons would come to the area because of the existence of the project.

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APPENDIX A

MEDICALLY ORIENTED LODGING FACILITY
(This statement was prepared by the applicant, Dr. J.A. Rider)

1. There is tremendous demand for a medically oriented hotel facility contiguous to the University of California Medical Center. For example, a recent survey indicated over 70,000 requests for rooms in one year's time.

2. There are, at present, at least 22 houses being operated in the neighborhood as guest houses, many illegally, for transients who come to the Medical Center. The people who go to these houses would go to the new hotel facility, and this would open up these homes for single family dwellings. Thus, more homes would be converted back to single family dwellings than the 10 homes which would be utilized for the lodging facility (plus 2 small apartment buildings--1 containing 4 units and 1 containing 12 units).

3. No one would come to this hotel facility who isn't already coming to the U.C. Medical Center. Thus, additional people would not be drawn to the Medical Center because of this facility.

4. There would actually be less traffic flow since a person would park his car at the lodging facility and would stay there for several days, and would not be traveling back and forth.

5. The parking situation would be improved since the lodging facility would provide additional parking places for people who are already parking in the area.

6. The overall cost of medical care would be decreased since a patient could be discharged several days earlier from the acute hospital, if there were an adjacent medically oriented lodging facility available so that, in case of an emergency, he could immediately go back to the hospital.

   As another example, if a patient had major surgery and is doing well, he could be discharged in five days to stay at the ancillary-use medical lodging facility. He could return to the hospital on the eighth day to have stitches removed, and then return home. If this facility were not available, the patient would have to stay in the hospital eight days, since it would not be safe to send him home if he had any distance to travel. The difference in cost would be $25.00-$30.00 per day at the lodging facility versus approximately $140.00 per day at the hospital.

7. The lodging facility would serve another need by having close relatives of patients immediately available for emergency decisions that may arise. Also, it would help relieve some of the suffering which a family goes through in an acute emergency situation involving one of its close family members by, at least, providing adjacent, comfortable quarters.

8. The facility will be aesthetically pleasing, with plants, trees, and a good deal of open space.

9. It will be constructed so that a person in a wheelchair may go across the plaza from the 350 Parnassus medical office building directly into the medically oriented lodging facility.

10. The majority of the present buildings, to be occupied by the new structure, are inhabited by transients.

11. Property and hotel tax revenue to the City of San Francisco would be increased over 1200% to $285,000 from $21,000 annually.

12. Creates 35 new jobs for San Franciscans as well as hundreds more for the building trades and related industries.

13. Improves the overall security of an area where crime has risen 41%.

14. Prevents additional tragedies from occurring like ones elsewhere in San Francisco where people have been housed in unsafe buildings without the necessary and proper fire and safety precautions.

# APPENDIX B: METEOROLOGY AND AIR QUALITY

## SETTING

### CLIMATE

The Parnassus Heights area experiences the breezy climate common to locations near the Golden Gate. In San Francisco, the highest mean daily wind speeds of the year occur during the dry season, with 24-hour averages exceeding ten miles per hour (10 mph) from May through August (Table B-1). Diurnal fluctuations (changes during the course of a given day) are maximal in July, minimal in January.

Table B-1 shows that, on occasion, observed wind speeds, averaged for one-minute periods, can reach strengths higher than those indicated by daily or hourly averages. Gust information, if it were available for the area, would probably show higher peak wind values for each month.

The fronts of the residences and apartment buildings along Carl Street and Hillway Avenue, expecially along the former, receive the full force of the westerly winds, channeled through the street "canyons". Residences along the east side of Hill Point Avenue are somewhat protected, because of the wall of attached houses at the head of the cul-de-sac and along the west side of the street. Some of the rear garden areas are protected by the residences and apartments to their west and north.

### AIR QUALITY

The project area experiences good air quality relative to the rest of the Bay Area, because of the almost continuous flow of relatively clean marine air through the Golden Gate and adjacent San Francisco lowlands. The nearest air-pollution monitoring station is maintained by the Bay Area Air Pollution Control District (Ellis Street west of Van Ness Avenue), about 2.5 miles northeast of the project site. Data for 1976 indicate that the automobile-related pollutants which exceeded state or national standards in San Francisco were oxidants/1/ and carbon monoxide/2/ (see Table B-2). Data for San Jose, which receives pollutants from developed areas to its north and west, and therefore experiences generally poor air quality relative to San Francisco, have been included for comparison.

The region in the vicinity of the project site consists mostly of residential and institutional (non-industrial) uses. Sources of auto-related pollutants are discussed in the Traffic and Parking section. As the traffic in the vicinity of the project site is not as heavy as the traffic surrounding the BAAPCD monitoring station,/3/ it is expected that the carbon monoxide level at the site is lower than the BAAPCD levels shown in Table B-2, other factors being equal.

TABLE B-1

MONTHLY WIND CHARACTERISTICS*

| Month | Mean Speed (mph) | Prevailing Direction** | Fastest One Minute Average Speed (mph) / Direction** | |
|---|---|---|---|---|
| January | 6.7 | North | 47 | Southeast |
| February | 7.5 | West | 47 | Southwest |
| March | 8.5 | West | 44 | South |
| April | 9.5 | West | 38 | West |
| May | 10.4 | West | 38 | West |
| June | 10.9 | West | 40 | West |
| July | 11.2 | West | 38 | West |
| August | 10.5 | West | 34 | West |
| September | 9.1 | West | 32 | West |
| October | 7.6 | West | 43 | Southeast |
| November | 6.3 | West | 41 | South |
| December | 6.5 | North | 45 | Southeast |

*Wind instrumentation located at the Federal Office Building, about 2.5 miles northeast of the site.
**Wind is coming *from* the direction indicated.

SOURCE: U.S. Department of Commerce, 1974 (see bibliography).

TABLE B-2

AIR POLLUTANT SUMMARY: 1976

| | Oxidant Maximum | Number of Days National Oxidant 1-hour Standard (0.08 ppm) Exceeded | Carbon Monoxide Maximum | Number of Days National Carbon Monoxide 8-hour Standard (9 ppm) Exceeded | Nitrogen Dioxide Maximum | Number of Days State Nitrogen Dioxide 1-hour Standard (0.25 ppm) Exceeded |
|---|---|---|---|---|---|---|
| San Francisco | 0.13 | 2 | 11.0 | 4 | 0.25 | 1 |
| San Jose | 0.17 | 32 | 20.2 | 61 | 0.28 | 3 |

NOTE: For oxidant, "maximum" is the highest hourly average value expressed in parts per million.
For carbon monoxide, "maximum" is the highest eight-hour average value in parts per million.
(The one-hour standard for CO--35 parts per million--was not exceeded during the year.)
For nitrogen dioxide, "maximum" is the highest hourly average value expressed in parts per million.

SOURCE: BAAPCD, 1977 (see bibliography).

Worst-case curbline levels of carbon monoxide were calculated with the methods of BAAPCD (1975b)./4/ Carl Street, with average daily traffic of 4,200, would exhibit a worst-case peak-hour level of 0.8 parts per million (ppm) (the one-hour standard is 35 ppm), and a worst-case 8-hour level of 0.3 ppm (the 8-hour standard is 9 ppm). Parnassus Avenue, with average daily traffic of about 13,600 would correspondingly show 4.2 ppm (worst-case peak-hour) and 1.3 ppm (worst-case eight hours).

The calculated Carl Street levels are less than four percent of the regulatory standards, the Parnassus Avenue levels less than 15 percent of the standards. The Carl Street worst-case 8-hour level is about three percent of the 1976 8-hour maximum at the BAAPCD station; the corresponding figure for Parnassus Avenue is about 12 percent.

All existing residential and hospital uses in the viciniity, as well as the proposed project, would be considered sensitive receptors with respect to air pollutants, particularly carbon monoxide.

## IMPACTS

### CLIMATE

The major climatic impact of the project would result from the opening up of a corridor between the proposed south wing and the remaining residence at No. 2 Hill Point Avenue (where the residences at No. 1 and No. 7 Hill Point Avenue now stand). The Hill Point Avenue cul-de-sac, now partially protected from the prevailing westerly winds by the wall of attached residences on the west side of the street, would be open to those winds channeled through the corridor.

### AIR QUALITY

Construction Emissions. During periods of construction, increased concentrations of suspended particulates (dusts) would occur downwind of the project site. The important periods would be during demolition (about two weeks) and excavation and grading (about 12 weeks), although dust emission would continue as long as construction operations were taking place on exposed soil. The problem would be greatest during the summer, where winds are highest and soil moisture is low.

Construction traffic would be expected to change curbside carbon monoxide levels by less than three percent, for the following reasons: the maximum number of construction trip ends per day (120), which would occur for the 12 weeks of excavation, represents fewer than three percent of the daily trip ends (4200) on Carl Street. Heavy-duty Diesel trucks emit, in transit, somewhat less carbon monoxide (per mile) than the average automobile, and, during idling, about one-tenth of the carbon monoxide (per minute) of the average automobile.

Since the existing curbside levels along Carl Street are less than four percent of the regulatory standards (not to be exceeded), construction traffic would change curbside levels by less than 0.12 percent of the standards, and therefore would not be expected to raise the number of carbon monoxide standards violations in the Parnassus Heights area, if indeed any occur now.

Project Traffic Emissions. The project would increase the traffic on Carl Street by 275 trip ends per day./5/ This represents a 6.5 percent increase in the existing 4,200 trip ends on that street. Therefore, project traffic would raise curbside levels on Carl Street by less than 6.5 percent; this would be an additional 0.05 ppm in the worst-case peak-hour level, and an additional 0.02 ppm in the worst-case 8-hour level. Carbon monoxide levels are usually reported to the nearest ppm or 0.1 ppm. Thus, the calculated changes are in a sense below the reportable level of accuracy. As the existing curbside levels along Carl Street are less than four percent of the standards, project traffic would increase curbside levels by about 0.26 percent of the standard levels, and therefore would not be expected to raise the number of carbon monoxide standard violations in the Parnassus Heights area, if indeed any occur now.

FOOTNOTES - Appendix B

/1/ CO (carbon monoxide): A clear, odorless gas which in high concentrations can cause dizziness, unconsciousness, and even death. The major source of carbon monoxide is the automobile. High concentrations of carbon monoxide are mainly a local problem, occurring near areas of heavy auto traffic when ventilation is poor.

/2/ Photochemical oxidant: Formed in a complicated series of chemical reactions between nitrogen dioxide and organic compounds, under the influence of the ultraviolet energy in sunshine. Production of oxidant is promoted on warm, sunny days when ventilation is low.

/3/ For example, approximately 13,600 vehicles per day pass the medical complex on Parnassus Avenue, while 62,000 vehicles per day pass the monitoring station on Van Ness Avenue (data from Traffic Engineering Department, City of San Francisco).

/4/ These take into account pollutants from traffic on the indicated street (the major contributor), but not from traffic on other streets. Thus, true background levels are higher than the levels calculated here, perhaps by a factor of two or more. "Worst-case" refers to the pollutant-dispersing characteristics of the local air structure and to the wind direction.

/5/ It would reduce existing traffic levels on Hillway Avenue, Hill Point Avenue (and Parnassus Avenue), as demonstrated in the Traffic and Parking Impacts section.

APPENDIX C

## GEOLOGY, SOILS AND SEISMICITY

### SETTING

#### Topography

The site lies on the western flank of a northward trending ridge off Mt. Sutro. It consists of a series of man-made terraces, separated in places by over-10-foot-high foundation walls cut into the original slope.

The site elevation is just over 380 ft. at the highest (southeasternmost) point along Hill Point Ave.; it drops to 315 ft. at the site's northwest corner (the corner of Hillway Ave. and Carl St.).

Ground slopes range from less than five percent, on the terraces themselves, to just over 100% (1:1 slope), in the steepest areas (behind the building at One Hill Point Ave. and in parts of the 415 Carl St. complex).

#### Foundation Materials

On the basis of maps (Schlocker, et al., 1958; Schlocker, 1974), borings on the adjacent property to the south (Dames and Moore, 1965) and other geologic information (UCSF, October 1975), the bedrock appears to consist primarily of the Franciscan Formation./1/

On the basis of extant data (Schlocker, et al., 1958; Schlocker, 1961; Schlocker, 1974) the bedrock materials appear to be overlain by from under two ft. to 50 to 60 ft. of unconsolidated (loosely packed and/or non-cemented) material. Such materials would be thinnest along the site's eastern boundary and thickest in the vicinity of the intersection of Carl St. and Hillway Ave. The bulk of this material is probably made up of loose-to-compact, well-sorted, clay-free, fine-to-medium-grained sands./2/ Beneath at least portions of the site a layer of stiff clay may be found between the sand deposits and the bedrock materials.

#### Geomorphic Processes/3/

Although the surface deposits on-site are potentially susceptible to wind and water erosion (Schlocker, 1974), intense erosion does not appear to be taking place on the sloping open portions of the site at the present time; this appears to result from the stabilizing effect of the dense plant cover in the backyards.

At other locations on the slopes of Mt. Sutro, the types of surf deposits present on the site are unstable and free running, particularly on slopes greater than 30% (Schlocker, 1974). No landslides have been noted on or in the immediate vicinity of the project site (Blume, 1974; Taylor & Brabb, 1972; Wright & Nilsen, 1974). The site lies in what is characterized as an "area of potential landslide hazard" (Blume, 1974, Figure 4).

## Faults and Seismicity

No presently recognized faults cross or can be reasonably projected into the project site (Schlocker, et al., 1958; Bonilla, 1971; Jennings & Burnett, 1961). The recognized active fault closest to the site is the San Andreas Fault, which lies approximately five miles to the southwest (Brown, 1970; Jennings, 1973). Besides this fault there are several others in the San Francisco Bay Region which may cause damaging levels of ground shaking in the project area. These include the San Gregorio, Hayward, Calaveras, and Concord Faults./4/

Historically, the project site lies in a seismically active area. During the 160-year period from 1810 to 1969, at least four earthquakes (i.e., those of 1836, 1838, 1868, and 1906) shook this region hard enough to (potentially) destroy or severely damage most masonry structures and some well-constructed wooden ones./5/ Wooden structures are less subject to damage than masonry structures because they are more flexible and can bend further without breaking.

# GEOLOGIC/SEISMIC IMPACTS

## Foundation Hazards

The only potential foundation hazard apparently faced on this piece of property is settlement. Although the surface deposits likely to be present beneath the site are not very compressible,/6/ settlement may still be experienced due to the high loads imposed by some of the proposed foundation systems. Since the thickness and composition of the subsurface materials, the loads applied, and the depth of excavation required all could vary considerably across the subsoil beneath the proposed structure, differential settlement may also develop./7/ Such settlements might not only produce cracking of sub-basement floors but might adversely affect the response of the proposed building to a future seismic event by their pre-stressing of the structure.

## Geomorphic Impacts

Intensified Erosion. If site clearing and excavation work were to be done during the winter months, intense erosion by rain could occur. Gullying of bare slopes might develop. The amount of sediment delivered by the site to the street and storm drainage system could increase by as much as 85 times (Knott, 1973). Erosion at a slightly lower rate could occur if site clearing and excavation were performed during the dry season and a winter intervened before final construction and landscaping.

Induced Slope Failures. Excavation for the sub-surface levels of the proposed structure might induce slope failures./8/ Such failures, if induced, could conceivably damage Hillway Ave. and the foundations of the structures bordering the higher portions of the site on the south and east.

Seismic Hazards

During the life of the planned structures, at least one major earthquake (7+ on the Richter scale/9/) and probably several moderate earthquakes (5 to 7 on this same scale) can be expected to occur within the San Francisco Bay Region/10/. The intensity of the ground motion produced by such shaking will be weak on the project site in comparison with that experienced in the filled portions of the city but will be somewhat stronger than that felt in the areas on Mt. Sutro, to the south, where the bedrock is at the ground surface (Blume, 1974).

The specific hazards faced in the project area due to seismic events are ground motion and ground failure.

Ground Motion. During the major earthquake mentioned above, the strong ground motion induced may produce a considerable amount of non-structural damage. Such damage may include broken windows, fallen light fixtures and decorative work, partially collapsed stairwells, jammed elevators, overturned water heaters, etc. This kind of damage may prove quite expensive to repair. Moreover, in some instances it may pose a threat to life. Structural damage of any consequence would not be anticipated so long as the proposed structures are designed to reflect the present understanding of the forces generated by a major earthquake and carefully constructed on the basis of that understanding.

Ground Failure. The other hazard faced is ground failure. Two major types could conceivably be experienced. The first is sliding; this could be of either the lateral spreading/11/ or the flowage/12/ form. Such sliding would result from liquefaction/13/ of the sands beneath the site. Such liquefaction, however, can occur only if these sands lie beneath the water table. Little is known at present regarding the level of the water table in the project area itself. However, it appears that at sites immediately to the south and west the water table does lie within these materials (UCSF, October 1975a). If sliding of the above-specified types were to occur, it could severely damage the proposed structures.

The other kind of ground failure that may be experienced is rapid settlement. This would produce damage similar to that produced by normal settlement (see Foundation Hazards sub-section above).

FOOTNOTES - Appendix C

/1/ Franciscan rocks are typical of the northern California Coastal Ranges and underlie the hills of San Francisco. They consist of a mixture of dark colored muddy sediments, red, green and brown cherts and lava flows of black basalt, all materials laid down on the floor of the Pacific Ocean about 100 million years ago. Cherts are rocks formed by deposits of silica containing

microorganisms, which are transformed into hard, waxy or porcelain-like rocks. See Roadside Geology of Northern California, David D. Alt and Donald H. Hyndman, Mountain Press Publishing Company, Missoula, Montana, 1975. Also known as Franciscan Formation or Franciscan Assemblage.

/2/ The inferences presented in this and the following sentence are based on Moore & Taber (1965) and UCSF (October, 1975a). All inferences in this sub-section are subject to confirmation by foundation studies required for the proposed structures.

/3/ Processes having to do with the shape and structure of the land.

/4/ This conclusion is based on the maximum credible earthquakes expected on these faults (Woodward-Clyde Consultants, 1975; Greene, et al., 1973) and the shaking-attenuation data (weakening of shaking effects at increasing distances from the fault) presented in Page, et al. (1972).

/5/ This conclusion is based on the estimated magnitudes of these earthquakes and the earthquake-shaking-attenuation data presented in Page, et al. (1972).

/6/ Confirmation depends on foundation studies to be done before final design and site preparation.

/7/ The inferences in this paragraph were made on the basis of the foundation study for the adjacent Parnassus Heights Medical building (Moore & Taber, 1965).

/8/ This conclusion is based on data presented in Schlocker (1974).

/9/ Richter scale: a logarithmic scale developed by Charles Richter to measure earthquake magnitude by the energy released, as opposed to earthquake intensity as determined by effects on people, structures and earth materials.

/10/ This conclusion is based on the earthquake recurrence data presented in Rice & Strand (1971), Steinbrugge (1967), Tudor (1973), and Woodward-Clyde Consultants (1975).

/11/ Lateral spreading: side-to-side spreading (cracking) of the ground surface, with resulting damage to structures and pipelines.

/12/ Flowage: on moderately to steeply sloping terrain, the downslope flow of surface soils (sands), usually until the slope flattens.

/13/ Liquefaction: Earthquake-induced transformation of a stable granular material, such as sand, into a fluidlike state, similar to quicksand.

APPENDIX D

## HYDROLOGY AND WATER QUALITY

### SETTING

It is estimated that slightly more than 56% of incident precipitation runs off the site at present./1/ It is gathered into the City's storm-drain/sewer system and conveyed to the Richmond-Sunset Treatment plant./2/ The drainage system has a capacity adequate to convey the runoff from a five-year storm (a storm of intensity such that its probability of occurrence is one in five (20%) in any given year). When storms greater than this occur or when the combined sewage and storm runoff exceeds the five-year runoff rate, excess water flows in city streets. The current landscaping and design of the site permits runoff to cross sidewalks during normal wet weather.

The Richmond-Sunset Treatment plant has a design capacity of 22.5 mgd (million gallons per day). During dry weather it operated at about 86% of capacity. During wet weather, inflow exceeds this capacity and excess volume is discharged untreated to the Pacific Ocean. This occurs an average of 2.4 percent of the time during a year of average rainfall.

Runoff water from the site and its surroundings is contaminated with litter, road oil and other debris from city streets and driveways. Additionally, storm water is mixed with sewage in the combined drainage system; this degrades water quality further.

### IMPACTS

Runoff from the proposed project is estimated to be slightly more than about 50% of incident precipitation/3/. This is a reduction of about 11%. This change would reduce the overall excess flow problems at the sewage treatment plant during wet weather (by less than 0.01%).

The additional 210 trip ends per day produced by the project (Traffic Impact section) would add unpredictable amounts of contaminants to City streets, further degrading runoff water quality/4/. The project would provide 59 additional covered parking spaces/5/. The road oils which accumulate in a covered space would not necessarily end up in storm water runoff waters; this could have the effect of reducing pollution from this source.

The project would add about 9,400 gallons of sewage effluent per day or about 0.05% to the dry-weather flows treated at the Richmond-Sunset Water Pollution Control plant. During some of the wet-weather season this would be a pollutant in the excess runoff waters which do not receive treatment from the plant prior to discharge into the ocean.

FOOTNOTES - Appendix D

/1/ Fifty-five percent of the site is covered by structures or by paved (bricked) walkways. Forty-five percent is landscaped. The "c" factors (impermeability factors) used are 0.9 for structures and pavement, 0.15 for soil. The extra runoff due to the slope of some of the landscaped area is estimated in the calculation.

/2/ Source for transport and treatment system information: UCSF (October, 1975a).

/3/ Total plantings would cover about 54% of the site area; of this, 36% of the site would be landscaped ground area, 18% planter boxes and tubs. For normal rainfall rates and frequencies, both types of planted area would be expected to retain most of the rainfall. The "c" factors (impermeability factors) of the Setting section (0.9 for structures, etc.; 0.15 for soil) still apply. Again, the extra runoff due to the slope of some of the landscaped area is estimated in the calculation.

/4/ As noted in the Traffic Impact section, the estimated project trip ends may be an overestimate; most of the hotel guests would be arriving at the medical complex even if the project were not built.

/5/ Traffic Impact section.

APPENDIX E

## ECOLOGICAL RESOURCES

### SETTING

The site is a portion of a city block located in north central San Francisco. About one block to the south (beyond the medical complex) is Mt. Sutro; its introduced eucalyptus groves dominate the natural vegetation. About two blocks to the north (beyond Kezar Stadium) is Golden Gate Park, with plantings of Redwood, Monterey pine, and Monterey cypress. The areas to the east and west of the site are developed urban areas with little landscaping.

The site itself is developed for residential uses. The backyards, most of them and not maintained, step down the hill toward the north end of the site. They are separated by low fences and retaining walls.

Wildlife is restricted by the developed nature of the site itself and of the surrounding blocks. It consists primarily of insects and passerine birds (perching songbirds), such as English sparrow, house finch, robin, Brewer's blackbird and mockingbird. Residents have reported also the occasional presence of raccoons which raid garbage cans and accept food from the residents. Domestic dogs and cats are present on the site.

No rare or endangered plants or animals (Leach, Brode, and Nicola, 1976; Powell, 1974) have been reported on site; because of the habitat, none are considered likely.

### IMPACTS

All the existing vegetation/1/ (except street trees) and consequently all current wildlife habitat value on the site would be destroyed during construction. In the proposed project there would be about 13,600 square feet of ground space landscaping. In addition, about 6,500 sq. ft. of the approximately 12,700 square feet of roof and deck space would be landscaped (planters). Thus, total landscaped area proposed equals about 20,100 square feet. Some of the displaced limited urban wildlife (birds and insects) would be expected to return after shrubs and trees have grown; however, this would be expected to be a slow process, since the landscaped areas would not be interconnected, and the landscaping would take some years to reach current sizes.

FOOTNOTES - Appendix E

/1/ Except for backyard of No. 1 Hill Point Avenue, not planned for construction.

APPENDIX F

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## SHADOW DIAGRAMS

A total of six diagrams are presented, showing summertime (minimum) and wintertime (maximum) shadows at three times of the day (8 a.m., noon and 4 p.m. -- all are sun time). The drawings were made on the assumption that the shadow field is flat. This ignores the slight slope in the shadow field and it eliminates the structures which in fact exist within the shadow field. These assumptions were made to display a "maximum" effect and to minimize the clutter in the drawing. However, the assumptions result in the display of long shadows which appear to extend some distance from the site (in the winter) when, in fact, these shadows would end on the faces of structures to the north of the site, some along Carl St.

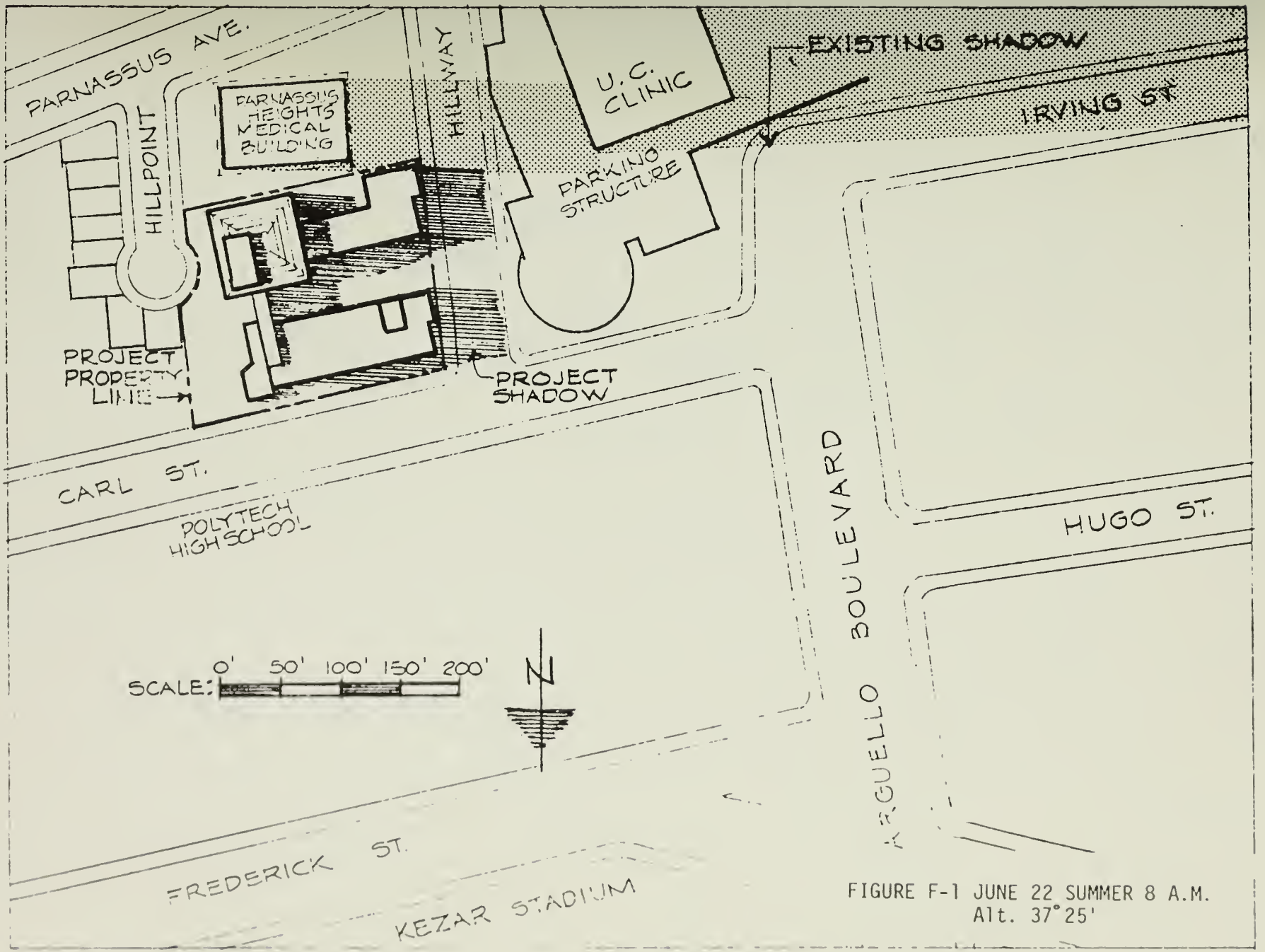


FIGURE F-1 JUNE 22 SUMMER 8 A.M.
Alt. 37°25'

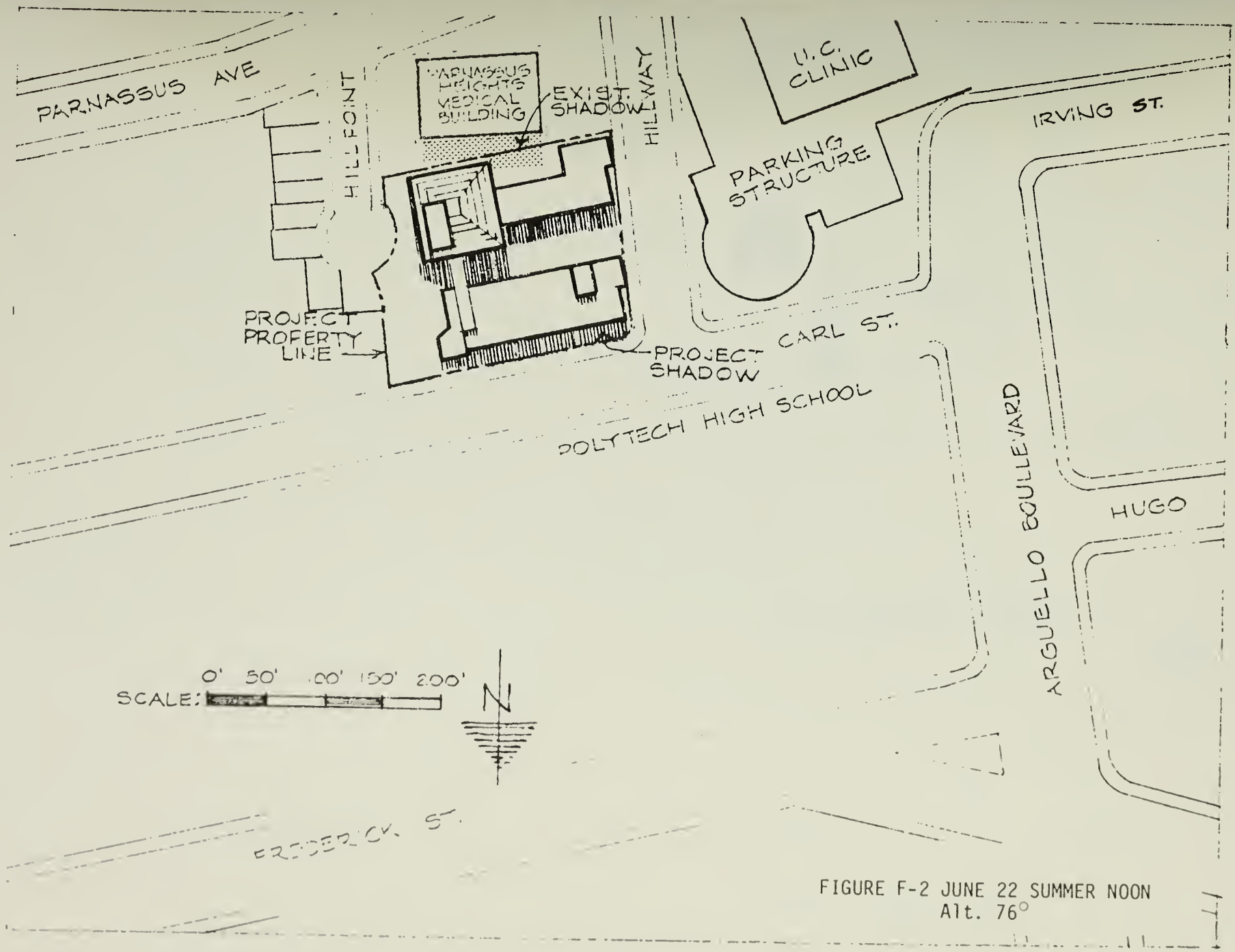


FIGURE F-2 JUNE 22 SUMMER NOON
Alt. 76°

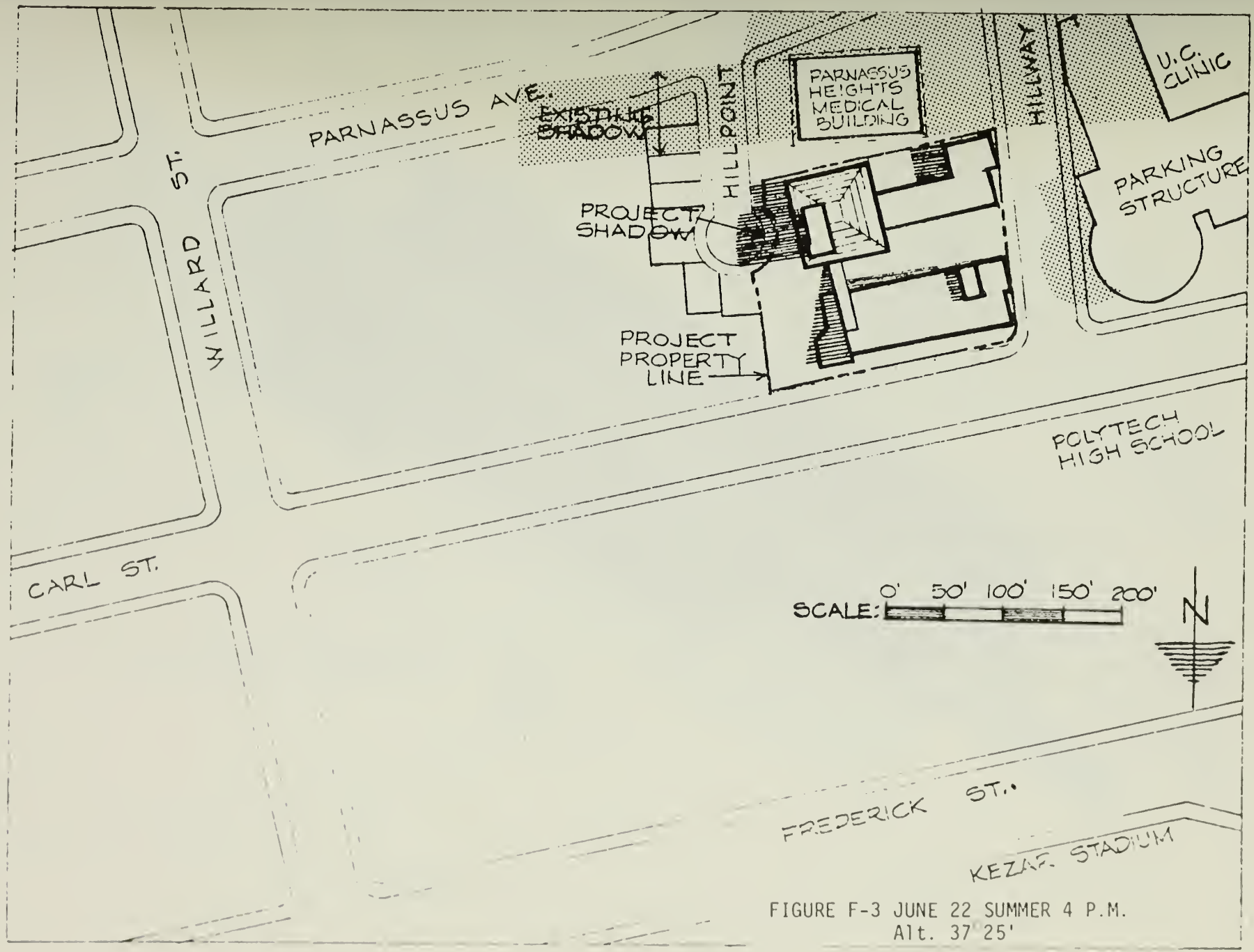


FIGURE F-3 JUNE 22 SUMMER 4 P.M.
Alt. 37° 25'

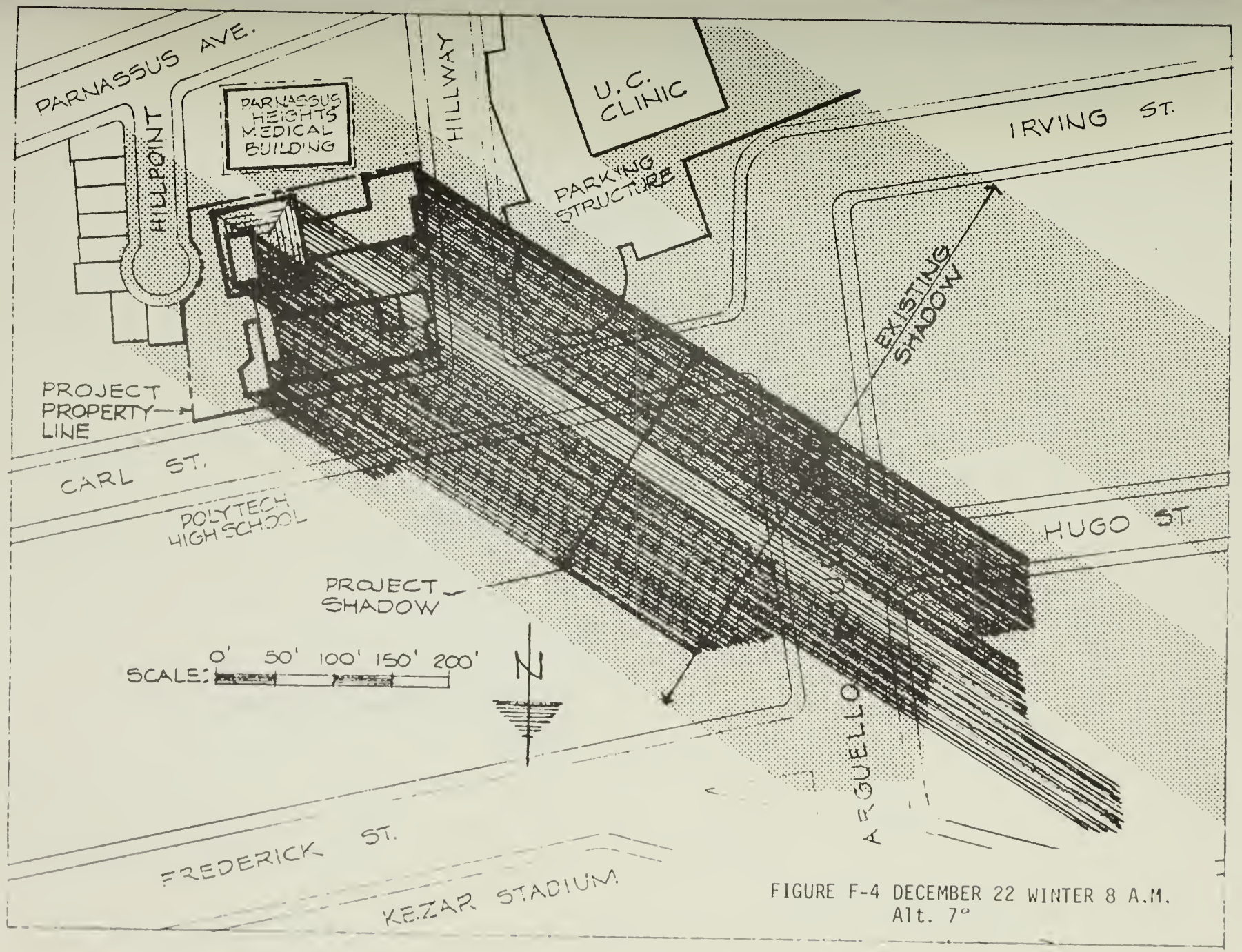


FIGURE F-4 DECEMBER 22 WINTER 8 A.M.
Alt. 7°

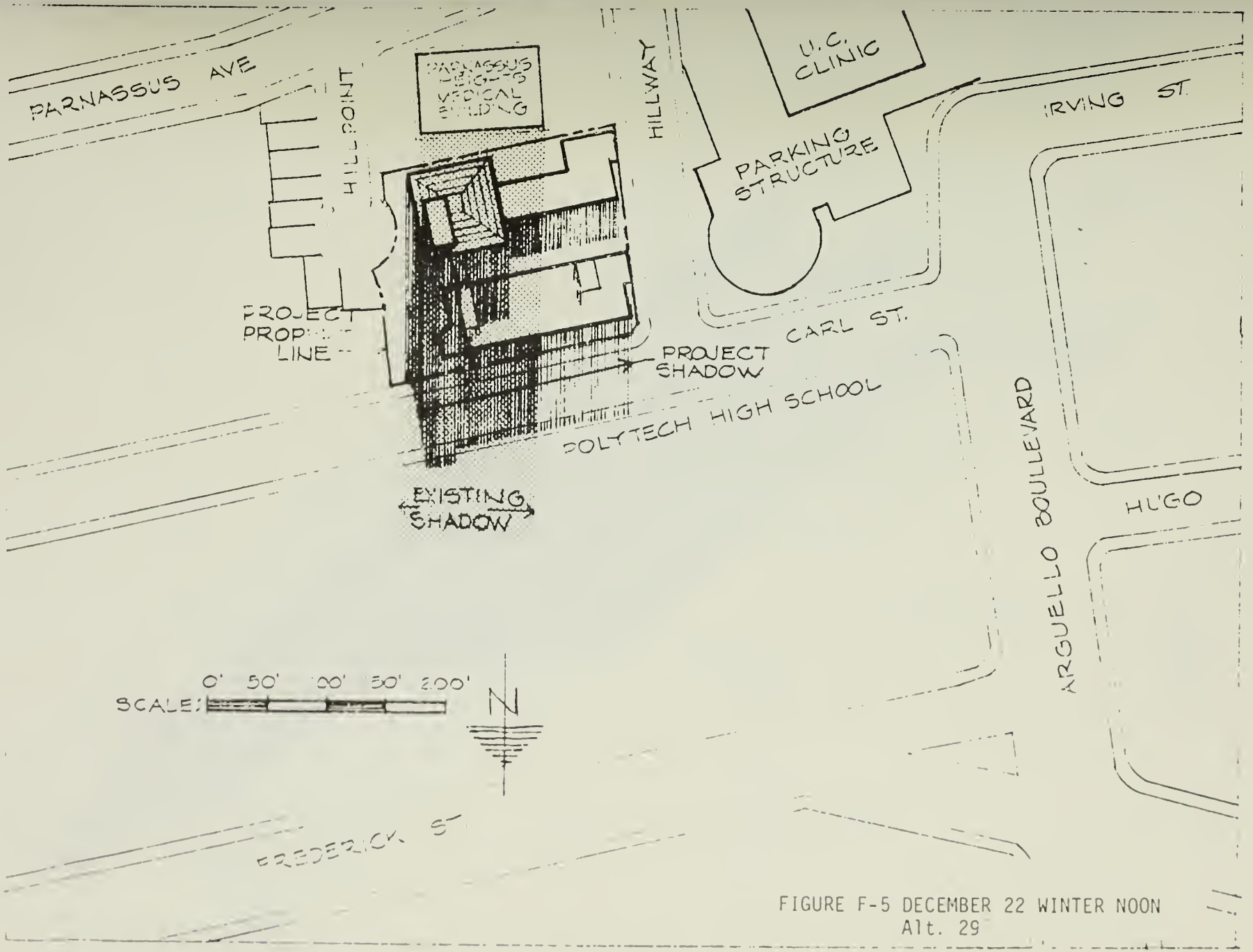


FIGURE F-5 DECEMBER 22 WINTER NOON
Alt. 29

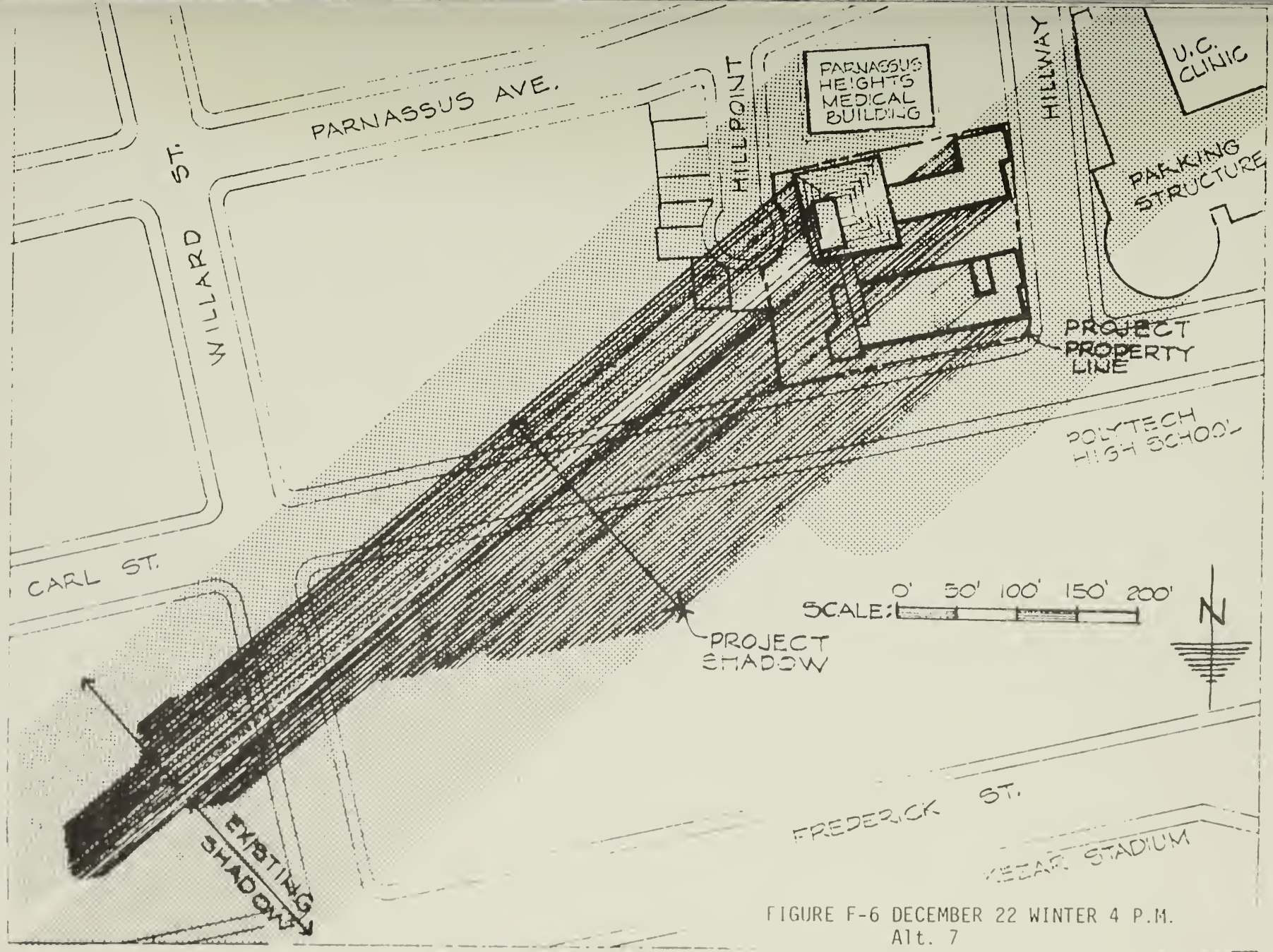


FIGURE F-6 DECEMBER 22 WINTER 4 P.M.
Alt. 7